

# 4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 57



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## Editor

Jessica Vigar

## Copy Sub Editor

Louise Truscott

## Contributors

Evgenia Belousova, Mark Berger, Rhys Brown,  
Christie Butters, Mark Butters, Mick De Graf, David Dennis,  
Shannon Diedrich, Michael Ellem, Steve Fraser, Matthew  
Frost, Kelly Fuller, Emma George, Kurtis Jones, Bec Lorrimer,  
Justin Lorrimer, Ben Rieson, Jackson Schneider,  
Luke Watson, Jackie Yole.

## Graphic Design

Vanzella Graphic Design

## Creative Direction

Meraki St Creative

## Photography

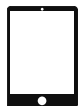
Offroad Images

## Pre-press

Splitting Image

## Printing

Ovato



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## Get Social

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

    - @arb4x4



# Snapshot

**Matthew Frost**

Director of Sales & Marketing

When I was in my early twenties, I spent six months travelling across Africa in a 4WD with absolutely no means of keeping food or drinks chilled. Car fridges were pretty much unheard of back then and ice was hard to come by in places like the Sahara Desert and central African rainforest. A couple of years later, I did a trip around Australia of a similar duration and upgraded to an old metal Esky that meant fresh food could be kept chilled in some icy slush for a few hours.

Those early experiences have given me a real appreciation of just how great it is to have a fridge in the back of a 4WD. ARB has sold a number of different car fridges over the years, starting with the Indel B range almost 30 years ago. My boss at the time, Buddy King, used to tell us these were used on the Space Shuttle, though I've actually never been able to confirm this for myself. In the mid-nineties, we stocked the Engel range before partnering with them on an ARB/Engel branded fridge. Some years later, we designed our own fridge range, now known as the ARB Classic and then introduced the Elements model, another in-house design.

In this issue of our magazine, we are pleased to launch our new ZERO range of fridges available in several sizes including dual-zone fridge freezer models.

With practically all of the major outdoor retailers selling various brands of car fridges, consumers are presented with a very wide choice. ARB's big point of difference is that we genuinely do design our fridges for off road use, best demonstrated by our weatherproof Elements model, and we're able to install it in your vehicle, enabling you to get the absolute best out of it.

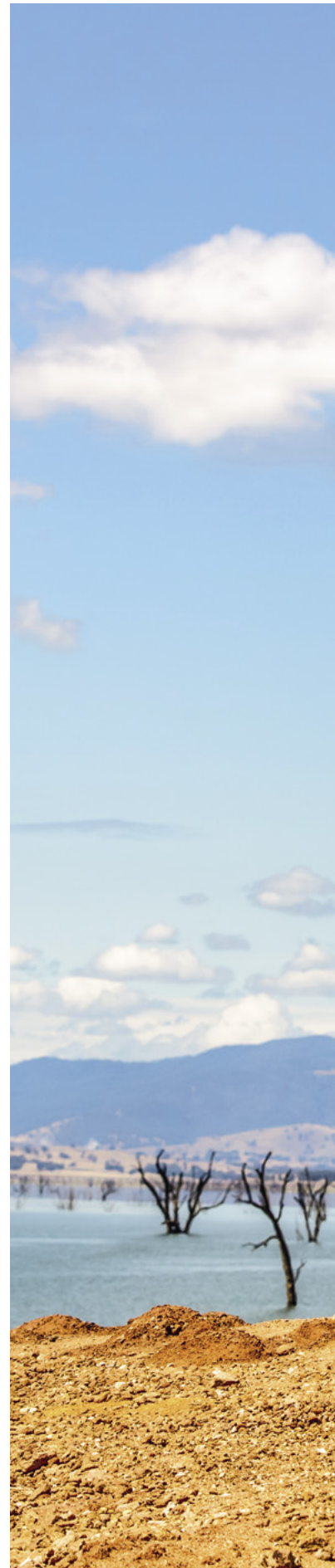
The majority of fridges on the market these days are very energy efficient but hot weather and frequently accessing the contents will increase duty cycles, making a dedicated power source essential. Most 4WDs can accommodate an auxiliary battery either under the bonnet or, in the case of utes, in or under

the tray. ARB carries a large range of batteries, including state-of-the-art lithium, and is able to install these with a range of controller options from REDARC. A large selection of solar panels means we can really set your 4WD up to get optimum performance from your fridge and you never have to worry about running out of power. Similarly, a full range of cargo options means we can securely and safely mount the fridge in the back of your 4WD.

As we approach the end of summer, for many of us it's the best time of year to get away camping. Warm days and cooler nights create the perfect conditions for a road trip and it's why we've chosen this time of year for our upcoming events, ARB 4x4 Culture LIVE and the ARB Eldee Easter Festival. 4x4 Culture LIVE is a first for us and we're really looking forward to having the opportunity to hang out with a bunch of like-minded 4x4 enthusiasts over the weekend. We're also pleased to announce that we have elected to donate half the proceeds from ticket sales to support the bushfire recovery efforts.

These catastrophic events have touched the heart of the nation and the consequences will last long into the future. Many popular locations for 4WDers have been affected and the economic impact to communities is almost as devastating as the fires. However, as we've seen before, the Aussie bush is quick to recover and it doesn't take long before it's worth getting out exploring again. I remember travelling through the Victorian High Country some weeks after the 2003 Alpine fires and it provided me a very different perspective on the area. Although the bush had sprung back to life, the lower density of vegetation revealed the area's history, exposing old mine shafts and other remnants from a bygone era.

Local businesses will really appreciate seeing a convoy of 4WDs roll into town in need of fuel, meat pies and a few beers. And with the mainstream media transfixed on one bad news story after the other, I know I'd rather be looking out the windows of my fourby than at a TV or computer screen.





New ARB Merch

# New Threads



Check out the newest and  
freshest clothing and accessory  
additions to our apparel range!

# Shield Appeal



Keep warm and cosy on the tracks with the ARB Shield Hoodie. The thick cotton-rich brushed fleece features ARB's signature 4x4 shield logo on the front and a contrast panel on the back with the ARB logo visible when the hood is up. Available in black or grey, this hoodie is a stylish and practical must-have when the weather gets chilly.

Part Numbers:  
Men's Black 217812-217819  
Men's Grey 217826-217833  
Women's Black 217820-217825  
Women's Grey 217834-217839

**RRP: \$80.00**



## Native Nomad

The Nomad Check Shirt is bold, bright and extra thick, keeping you toasty on the tracks. Wear it on its own or layer it under your favourite jacket.

The Nomad Check Shirt is created from a 100% cotton flannelette. Incorporating a navy blue and red check pattern, the soft fabric makes the Nomad super comfortable to wear. The Nomad Check Shirt comes in sizes from XXS to 3XL.

Part Numbers: 217783-217789

**RRP: \$79.00**

# She Explores



The ARB Women's Explorer check shirt is a great option for cooler spring days and summer nights out on the track. Made from 100% cotton, this shirt features a green and navy check print with internal black cuffs for when the sleeves are folded up. Available in five sizes in a women's cut, the ARB Women's Explorer shirt is the must-have fashion item on your next off road adventure.

Part Numbers: 217790-217794

**RRP: \$69.00**



## T-Shield

This cotton tee will be a staple all summer long and is the perfect throw-on piece for camping trips or adventures out on the tracks. Featuring the modern ARB shield logo on the front and an Adventure Awaits

graphic on the back, this tee is a comfy and relaxed style, sure to please.

Part Numbers: Men's 217797-217804, Women's 217805-217810

**RRP Price: \$29.00**



# Under the Hood



The new OME lightweight hoodie is perfect for cooler autumn nights and features the new Old Man Emu branding. The hood is detachable with buttons around the neck.

Part Numbers: Men's 217772-217778,  
Women's 217779-217782, 217795  
**RRP: \$89.00**



## Ice Ice Baby

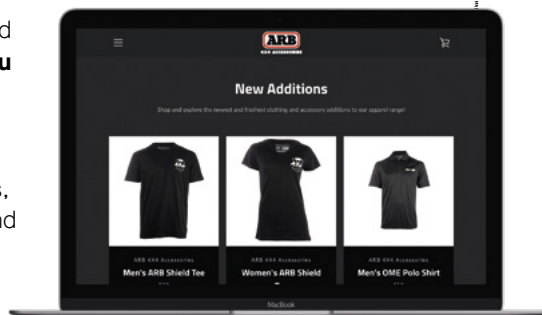
Keep your drinks colder for longer with an ARB ice cube tray. This nifty silicon tray holds six large ice cubes that push out easily straight into your cold beverage. Each square has an ARB logo debossed into the base, making all your summer drinks even cooler. Comes complete in a neat gift box, ready to wrap.

Part Number: 217811  
**RRP: \$12.00**

## ARB APPAREL STORE

ARB has a huge selection of apparel available to be purchased online. Head to [store.arb.com.au](https://store.arb.com.au) to check them out.

Our online store range includes: Jackets, Vests, Jumpers, T-shirts, Polos, Headwear, Accessories and ARB Gift Cards.



ARB ZERO Fridge Freezer

# ZERO

**ARB** FRIDGE FREEZER



As announced at the 2019 SEMA trade show in Las Vegas, we are excited to introduce the new range of ARB ZERO fridge freezers. Designed to complement our existing fridge range with the added benefit of dual-zone technology, the ZERO range features two new single-zone sizes and two new dual-zone sizes, giving you fridge freedom like you've never experienced before.



ARB ZERO Fridge Freezer



## KEEPIN' COOL FOR 25 YEARS

Back in the mid-1990s, the manager of ARB's Abbotsford store in Melbourne decided he wanted to start stocking a product called the Engel fridge. Surprisingly quickly, his store became one of Engel's top resellers in Melbourne and soon many other ARB stores started selling the Engel product range.

It wasn't long before ARB entered into an agreement with the Japanese manufacturer of the Engel range and the ARB fridge freezer was born. Mechanically, it was the same as the Engel but with some external differences, including its blue colour.

The portable fridge market was growing rapidly and, by 2005, there were 17 manufacturers supplying different models to Australia with prices lower than ever before. ARB realised it was time to get to work in designing a fridge of their own, one to outperform the competition in terms of quality, reliability and functionality. Instead of continuing to work with existing fridges in the market, ARB decided that a totally new design was called for. ARB wanted to put their name to a product that was truly designed with the 4WDer in mind.

In 2009, after three years of design and development, the game-changing ARB Classic fridge freezer entered the portable fridge market. A fridge freezer designed by 4WDers for 4WDers and sold exclusively by ARB. An instant winner in the market, the ARB Classic fridge freezer proved to be incredibly popular.

Not one to sit back on their laurels, ARB continued researching and developing, and in 2017 released an innovative all-weather portable fridge freezer, the ARB Elements 60-litre fridge freezer. This lockable, stainless steel fridge with a self-assisted lid completely changed the portable fridge freezer game. But once again, the products team at ARB hadn't had enough. 2019 saw a facelift of our original range and the ARB Classic SII fridge freezer became available.

Even with all this going on, the ZERO fridge freezer range has been in the works for some time and ARB is proud to finally unveil this line-up of formidable cooling machines





## IN THE ZONE

When ARB decided to enter the dual-zone fridge freezer market, they knew that they wanted to create something unique, specifically with the 4WDer in mind. Innovation was at the forefront of the planning process, which is evident with the results achieved. Entering the dual-zone market with a 69-litre and 96-litre option, both these fridges are as revolutionary as they are unique.

The 69-litre dual-zone ZERO fridge freezer has a side opening single lid that, when opened, exposes two compartments: a large multi-level compartment and a secondary deep section with its own internal lid. Each compartment is independently controlled via an easy to navigate twin LED display and both can be used as either a fridge or a freezer. Better still, the internal compartments are completely removable, meaning you can turn your 69-litre dual-zone ZERO fridge freezer into a 73-litre single-zone fridge or freezer (ensuring both zones are set on the same temperature). What's more, when utilising the compartment separator, you can choose to have either of the zones turned off completely for times when the entire fridge is not in use or required.

The 96-litre dual-zone ZERO fridge freezer has twin side opening lids for each independently controlled compartment. Just like the 69-litre model, the 96-litre model can be used as a fridge, freezer, both or even turned off if only one compartment is required. Fantastic for campers and long weekend escapes, the 96-litre dual-zone ZERO fridge freezer is also perfect to bring into the house or onto the back deck when you're at home entertaining and you want a decent sized second fridge for drinks or extra food.

To complement these dual-zone fridges, the ZERO fridge freezer range also includes a single-zone 44-litre model and a single-zone 60-litre model. The entire range features a plethora of unique and 4WD-centric features that make life on the road simple and convenient.

## TECH SAVVY

Whether you're relaxing by the campfire or sitting in your car, ARB offers a convenient and easy to use iOS or Android app that allows you to control the temperature of your fridge anywhere, anytime. The app also includes a number of additional features and settings that allow you to monitor and

control the boost, unit measurement, battery protection and individual zones.

The app also allows you to store specific modes so that you can quickly set your fridge to a dual or single temperature preset, depending on your required use.

If you have LINX set up in your vehicle, the ZERO fridge freezer range seamlessly integrates into the system to provide monitoring and control from the one device.



## COOL IT QUICK

The ZERO fridge freezer range boost function provides rapid cool-down at the touch of a button. Swapping the compressor over from economy mode to performance mode, the boost function is perfect to get your fridge or freezer to your desired temperature as quickly as possible.



## DRY RUN

There's nothing worse than opening your fridge to find that everything has become wet and soggy, or your freezer has no room left because of all the ice build-up. This is caused by condensation, whether that be from putting warm items inside the fridge or the fridge being so full that air is prevented from moving around inside.

ARB's unique anti-condensation technology uses a by-product of the heat transfer that naturally occurs in the fridge mechanics to avoid condensation and keep your fridge or freezer cool and dry. Designed to be as economical as possible to save on battery draw, this system in no way affects the cooling of the fridge or the amount of power required.

## ADAPTIVE COOL CONTROL

ARB's highly efficient, variable speed compressor is utilised in our entire fridge freezer line-up and allows the fridge to intelligently adapt the RPM of the compressor itself to cool down quickly. This also greatly helps with efficiency and battery power saving as the compressor will run as minimally as possible to ensure the temperature stays on its current settings. The ARB compressors are also a lot lighter than those traditionally used in the past; lighter means less inertia, making them nice and quiet.

## POWER PLAY

The ZERO fridge freezer range is universal and it's the little upgrades that make it a market leader when it comes to convenience. The range all have DC sockets at either end so depending on where you have it located in the vehicle or the camper, you have easy dual access for plugging it in and powering it up. Whether you are at home or at a powered campsite, using the included 240-volt AC plug is super simple, located on the front of the ZERO fridge freezer range so you don't have to climb into the back of your car to connect to mains.

If you are low on power, another great feature is the three-amp USB socket located at the front of the fridge freezer, which allows you to charge your mobile phone or other electronic devices wherever you are.

Power consumption and battery protection is vital when it comes to portable fridges and the ZERO fridge freezer range features an integrated three-stage battery protection system that allows you to adjust from high to medium to low. This ensures the fridge freezer will shut down if voltage drops below a preset level, saving your battery from running dry and saving you from potentially being stranded in the middle of nowhere.

## STRONG, SMART AND SO GOOD-LOOKING

The ZERO fridge freezer doesn't just look good, it is tough and built to endure. Made from a steel outer casing, all models feature full-height corner mouldings for added protection. The sleek design features recessed carry handles with integrated tie-down points and can be fastened to your fridge quickly and easily.

All of the ZERO fridge freezer side opening models (60-litre single zone, 69-litre dual zone and 96-litre dual zone) feature a reversible, quick-release lid, allowing you ultimate flexibility in mounting positions. Many reversible fridges on the market require a lengthy process using specific tools for bracket removal and repositioning before lids can be swapped over. The cleverly engineered design of the ZERO fridge freezer range features a quick-release breakaway lid that simply pops off and then can be easily fitted to the opposite side. In under 10 seconds, you can remove it, swap it, put it back on and be on your way. The lid also features an integrated non-slip pad with glass and bottle provision.

Inside, the entire fridge range features a low-draw LED interior light and a versatile, removable internal basket system with provision for tall items and bottles.

With the new ZERO fridge freezer range, we've thought of absolutely everything so you can relax and enjoy your next adventure with the confidence that you've chosen the best.



# LET'S GET TECHNICAL



## 44L/47QT SINGLE ZONE SPECS

**Capacity**  
44L/47QT single zone  
65 × 375ml cans

**Cooling Capacity**  
-22°C to +10°C (-8°F to + 50°F)

**Weight**  
21.6kg (47.6lb)

**Power**  
Voltage: 12/24V DC/100-240V AC  
Integrated battery protection system

### Dimensions

**External**  
(L) 675mm (W) 423mm (H) 496mm  
(L) 26.6" (W) 16.7" (H) 19.5"

**Upper Compartment**  
(L) 482mm (W) 292mm (H) 203mm  
(L) 19" (W) 11.5" (H) 8"

**Lower Compartment**  
(L) 316mm (W) 292mm (H) 180mm  
(L) 12.4" (W) 11.5" (H) 7.1"



## 60L/63QT SINGLE ZONE SPECS

**Capacity**  
60L/63QT single zone  
96 × 375ml cans

**Cooling Capacity**  
-22°C to +10°C (-8°F to + 50°F)

**Weight**  
28kg (61.7lb)

**Power**  
Voltage: 12/24V DC/100-240V AC  
Integrated battery protection system

### Dimensions

**External**  
(L) 755mm (W) 469mm (H) 496mm  
(L) 29.7" (W) 18.5" (H) 19.5"

**Upper Compartment**  
(L) 580mm (W) 326mm (H) 197mm  
(L) 22.8" (W) 12.8" (H) 7.8"

**Lower Compartment**  
(L) 402mm (W) 326mm (H) 180mm  
(L) 15.8" (W) 12.8" (H) 7.1"



## 69L/73QT DUAL ZONE SPECS

**Capacity**  
69L/73QT dual zone  
87 × 375ml cans with compartment (108 without)

**Cooling Capacity**  
-22°C to +10°C (-8°F to + 50°F)

**Weight**  
31kg (68.3lb)

**Power**  
Voltage: 12/24V DC/100-240V AC  
Integrated battery protection system

### Dimensions

**External**  
(L) 755mm (W) 469mm (H) 564mm  
(L) 29.7" (W) 18.5" (H) 22.2"

**Upper Compartment**  
(L) 380mm (W) 326mm (H) 264mm  
(L) 15" (W) 12.8" (H) 10.4"

**Lower Compartment**  
(L) 202mm (W) 326mm (H) 180mm  
(L) 8" (W) 12.8" (H) 7.1"

**Rear Zone**  
(L) 170mm (W) 326mm (H) 444mm  
(L) 6.7" (W) 12.8" (H) 17.5"



## 96L/101QT DUAL ZONE SPECS

**Capacity**  
96L/101QT dual zone  
144 × 375ml cans

**Cooling Capacity**  
-22°C to +10°C (-8°F to + 50°F)

**Weight**  
36.6kg (80.7lb)

**Power**  
Voltage: 12/24V DC/100-240V AC  
Integrated battery protection system

### Dimensions

**External**  
(L) 935mm (W) 548mm (H) 509mm  
(L) 36.8" (W) 21.6" (H) 20"

**Upper Compartment**  
(L) 354mm (W) 403mm (H) 209mm  
(L) 13.9" (W) 15.9" (H) 8.2"

**Lower Compartment**  
(L) 176mm (W) 403mm (H) 180mm  
(L) 6.9" (W) 15.9" (H) 7.1"

**Rear Zone**  
(L) 354mm (W) 403mm (H) 389mm  
(L) 13.9" (W) 15.9" (H) 15.3"

# SPOILT FOR CHOICE

No matter where your journey takes you, ARB's extensive fridge freezer line-up means there is an option to perfectly suit your particular needs. With four sizes and two zone options in the ZERO range, four sizes in the Classic SII range and our unique weatherproof Elements fridge freezer, you are absolutely spoilt for choice.

## ELEMENTS FRIDGE FREEZER

Our game-changing Elements fridge freezer is constructed of stainless steel and offers a fully weatherproof exterior. Designed to withstand 365 days a year mounted on the back of a ute, the 60-litre Elements fridge freezer is just as suitable in the back of a wagon, under a dual-cab canopy, in the kitchen of the camper or on the deck of your boat.

In addition to its rugged stainless steel and weatherproof exterior, this 4WD, fishing and camping portable fridge freezer features a lid with a gas-assist strut, which means you no longer need to hold the lid open as you search the fridge. Wandering hands will also be kept at bay with the introduction of a programmable electronic four-digit pin lock, ensuring temperatures are not changed, drinks are not swiped and power is not switched.

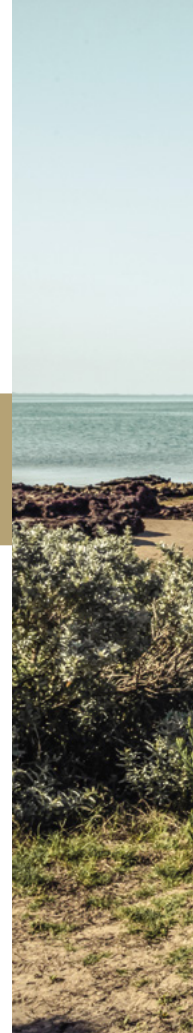


## CLASSIC SII FRIDGE FREEZER RANGE

Brilliantly researched and engineered, the Classic range of ARB fridge freezers has been acclaimed in the 4WDing industry for over a decade for their durability, meticulous design and ease of use.

The award-winning design incorporates a drain plug, internal LED light and durable 110-degree fold-back hinge. The Classic SII range of fridge freezers includes an advanced electronic system with complete mobile control via the ARB Fridge Freezer app. Additional features include a dimmable backlit touchpad for easy night-time operation and a 12-volt power input readout for simple voltage monitoring on the display.

Available in four user-friendly capacities including 35-litres, 47-litres, 60-litres and 78-litres, the Classic SII range suits a myriad of situations.







# ARB CABLE GUIDE

**M**essy and pinched cables for your fridge or batteries are now a thing of the past with ARB's Outback Solutions Modular Roller Drawer System Cable Guide accessory, the perfect addition to declutter, protect and complete your unique drawer set-up.

Suitable for use with most automotive cables and ARB roller floor drawer modules of any size, this nylon track guides your loose cables along a roller path, preventing pinching, tangling and damage to wires and cables, as well as keeping them from being crushed by fridge rollers or frayed by sharp points.

Not only do they protect your cables and wires, the ARB Cable Guide provides an enclosed track for your fridge or battery cables to seamlessly move with the sliding motion of your fridge roller, preventing cables from dropping down into your drawer below or getting caught on your cargo while out on the tracks or on long road trips.

The ARB Cable Guide comes in a one-metre length that can be shortened to accommodate your fridge size, drawer length and drawer set-up, complementing most drawer applications. Additionally, they can be run under the floors or power outlets added to the side floors for a

more professional finish and free from moving cargo.

Two powder-coated brackets assist in positioning the ARB Cable Guide to suit your unique set-up before inserting the cables through the track. The S bracket is suitable for RDRF applications, while the flat bracket is suitable for RF/RFH modules with RFFKAP adaptors.

Want a decluttered, organised and efficient wire and cable set-up for the back of your vehicle? Head into your local ARB store or participating stockist and ask about the Outback Solutions Modular Roller Drawer System Cable Guide.

# COASTAL CAMPING CURE

Words & Photography by Trip In A Van

IF YOU'RE AFTER A REAL WEST COAST EXPERIENCE WITH COASTAL CAMPING THAT WON'T BREAK THE BUDGET, THEN KEEP READING. I CAN GUARANTEE THAT BY THE END OF THIS ARTICLE AND THE FIVE AMAZING BEACH CAMPS WE HIT, YOU'LL BE PREPPING YOUR 4WD AND FISHING GEAR FOR THE PINDAN DIRT OF THE DAMPIER PENINSULA.



### **So Where Is This Place and How Do You Get There?**

The Dampier Peninsula is situated north of Broome in the famous Kimberley area. Around half of the peninsula is Aboriginal land and most of the land, communities and campsites are managed by Aboriginal people.

So you've all heard of Broome and Cable Beach, right? Where you can ride the camel trains at sunset?

This is where you will start your Dampier Peninsula adventure. Make your way to Broome from wherever you are in the world and make sure to stay for a week or so to explore and load up on supplies before heading north up the peninsula.

### **Best Time to Visit**

The dry season is the perfect time to visit the north of Western Australia. The months between May and October are ideal. This is generally the busiest time as well. Our trip was in September, which is the shoulder of the peak season and although a bit hotter, we found it way better without the extra crowds.

### **How Long Do You Need to Explore the Dampier Peninsula?**

How long is a piece of string? It's quite deceiving to look at this peninsula on a map; you may think a week or so would be long enough to explore. But let me tell you, you'd be wrong. Take as long as you can and explore as many camps, beaches and communities as you can fit in!

If you follow our trip below, give yourself seven days at a minimum.

### **The Right Gear**

You will find every sort of accommodation available up here. If camping's not for you, then there are plenty of options from beach shelters through to luxury safari tents.

If you're like us, then hitch up the van, drop the tyre pressures and get cracking up the Cape Leveque access road. We saw everything from swags to motorhomes up here so it all comes down to how keen you are. In our opinion, you'd at least want a 4WD to be able to access the beaches along the way. The roughest part of the journey up here is the corrugated road. It can be dreadful at times, depending on where the road crews are with the grader.

Be sure to pack plenty of food and water. There are some small shops in the communities but the choices are limited so it's best to load up in Broome before you leave.

### **Permits**

There are no permits needed to access the Cape Leveque Road and the Dampier Peninsula, but there are some fees payable to access the remote communities for day visits. These fees can be paid at the community office when you drive in.

### **Handy Info**

Be croc wise! There are crocodiles along this coastline so be sure to watch your kids and steer clear of the estuaries for swimming.

There isn't a lot of phone service in the remote campsites so it's a good idea to carry a sat phone and have a good UHF in your vehicle.

Grab a tide chart from the tackle shop in Broome while you're stocking up on fishing gear. It will come in handy when you're planning your beach trips.



## Our Itinerary

As it was our first time taking the van up the Dampier Peninsula, we wanted to explore as many of the campsites as we could and find our favourites for the next time we visit. We spent two nights at each of the free camps on the way up to Pender Bay where we then spent five nights. One of the great things about the Dampier Peninsula is its close proximity to Broome. If you decide to stay longer, you can plan a resupply trip back into town.

### First Camp: Willie Creek

This was our first campsite and by far the easiest to access as it's only around 40 minutes from Broome. The access road is used by tour buses to the Willie Creek Pearl Farm so it's in relatively good condition. When you reach the Pearl Farm, take a right and there is a camping area that runs along the bank of Willie Creek. The track does get quite soft and sandy the further you drive along so we ended up in low range 4WD and tyre pressures down to drag the van through to our campsite. It's usually great fishing here

and we have managed to pull a few barra in over the years, but not this time unfortunately. Fishing the creeks up here can be tough as the tides are that big it's hard to keep a bait in the water as it's rushing in or out. We've done our best fishing an hour either side of high or low tide when the current slows down.

You'll get a great sunset here as you look out to the mouth of the creek. Get the campfire going, kick back with a beer and enjoy your first night on the Dampier Peninsula with a Kimberley sunset.

### Second Camp: Barred Creek

If you've ever thought you've had an absolute cracking beachfront campsite before, then think again! Because this spot takes the cake!

There are a few choices of campsites at Barred Creek. You can take the easy option and stay by the creek, which is not far off the access road, or you can follow your off road maps and take the track around the creek and onto the beachfront where you can pull up on the entrance to Barred Creek.

Be warned, though: this comes with lasting memories because you'll more than earn your stripes! The track is tight and there are a lot of overhanging branches and saltbushes that don't mind running their fingers down the paintwork of your car and van. And be sure to check the tides here so the sand spot you're about to camp on won't end up under water on a big high tide.

We pulled up at the access to the beach and walked down to check the track conditions before driving down to set up. Keep an eye out for turtles as the tide comes in and out; we saw dozens drifting along with the current. No luck again with the fishing, apart from one big run that resulted in getting bitten off. But I'm sure at the right time of year this place would have to produce some good fish.

With about 270 degrees of water views, we kicked back with a frothy, threw a line in and got the campfire ready for the night. Once again, we were spoilt with an unforgettable sunset.



Willie Creek



Willie Creek



Willie Creek





Quondong Point



Quondong Point



Quondong Point

### Third Camp: Quondong Point

We moved another hour up the track to yet another amazing beach camp. It's hard to think you can find a better spot than the last up here but it just keeps giving! They all have their own little differences that make them unique.

Quondong Point is yet another huge camping area with plenty of options for cliff-top camps, bush camps or a few that are right down near the beach.

This site would be my pick if we had a boat with us on our travels. It has a great protected beach that you can access with your 4WD and launch a tinny or rooftoper. The guys that were lucky enough to head out were getting great catches of spanish mackerel and reef fish from only a few hundred metres off shore.

We found a great site down near the beach with easy access onto the sand. At high tide here, there is a fantastic swimming area to spend a few hours.

It would also be my tip for those with big rigs like motorhomes or buses. There is a section of campground at the start where we saw plenty of big 2WD rigs set up.



Quondong Point



#### **Fourth Camp: James Price Point**

No bull, it actually feels like you are camping on Mars. Another 30 minutes north of Quondong Point, you will find one of the most spectacular spots on the Dampier Peninsula. The colours up here are just mental. The bluest water, pure white sand and pindan cliffs make for one of the most gorgeous settings to camp in.

Again, there is so much room to choose a campsite here. We decided on camping on a big flat area of red dirt surrounded by cliffs. This made it easy for us to walk down to the beach for a fish on high tide. There are also clifftop camps and if you head along the beach for a few kilometres, you can find a nice little hidey hole to park up and set up camp.

Fishing, beach driving, swimming and campfires! Does it get much better?

#### **Fifth Camp: Pender Bay**

One of our favourite places in four years of travelling Australia, Pender Bay is 190 kilometres north of Broome and a real escape. Now this spot isn't free but for around \$30 a night, you can stay and experience a vibe that's just magical. It's not just the scenery here that makes it great.

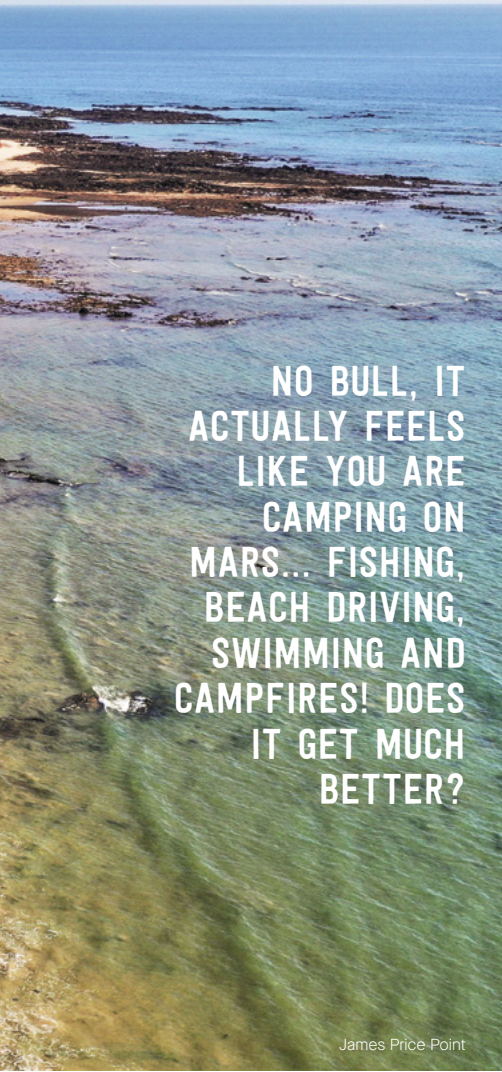
Our five days were spent swimming, fishing and exploring the surrounding beaches and rock pools.

Again, this place would be perfect for a tinny with some great fishing to be had just off shore. We managed to get a few small reef fish off the rocks but they were nothing compared to the big blue bones and coral trouts the boys were getting from their boats.

There are a whole load of clifftop camps available with beach access down to the

turquoise waters. There is also 4WD beach access to get down and launch your tinny or just set up the awning and relax for the day. There's perfect swimming for the kids here as well.

If you're a keen explorer like us, head around the rocks at low tide and walk up to the caves and the rock pool. It's a fair mission of around 45 minutes hopping over rocks but it's definitely worth it. You will find one of the biggest coastal caves we have ever seen and also a magnificent secluded rock pool that's great for a dip after the big walk.



NO BULL, IT ACTUALLY FEELS LIKE YOU ARE CAMPING ON MARS... FISHING, BEACH DRIVING, SWIMMING AND CAMPFIRES! DOES IT GET MUCH BETTER?

James Price Point



Cave at Pender Bay



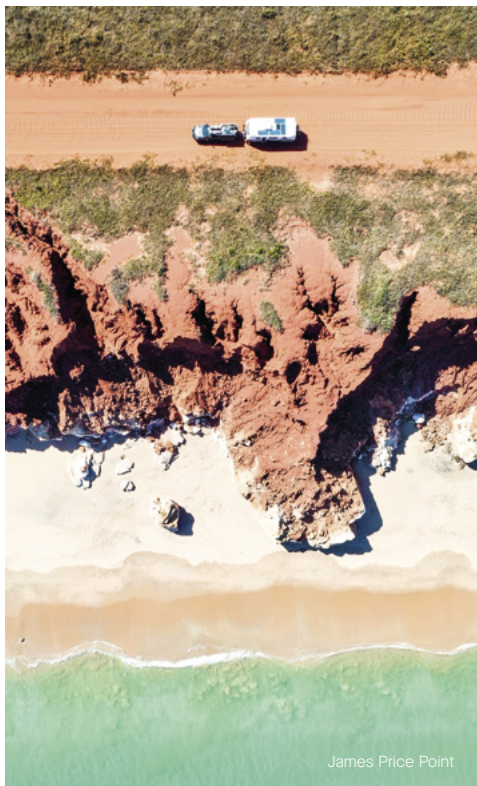
James Price Point



Pender Bay

And that concludes our insane trip up the Dampier Peninsula and guess what? We didn't even make it to the top! There are so many more bush retreats and campgrounds on the way to Cape Leveque, but we will have to leave that until next time. When we have a tinny!

Cheers and safe travels.



James Price Point



James Price Point

If you'd like to watch the full episode from our trip up the Dampier Peninsula, you can do it here:

<https://youtu.be/YJaaM82nTM4>



LO

WEEKEND  
READY G





**WHETHER YOU'RE EXPLORING THE HIGH COUNTRY WITH YOUR MATES, WATCHING A MORETON ISLAND SUNSET WITH YOUR PARTNER OR TESTING OUT THE NEW CARAVAN WITH YOUR FAMILY, EVERY WEEKEND AWAY REQUIRES A DIFFERENT SET-UP AND PREPARATION. MAKE SURE YOU'VE GOT EVERYTHING YOU NEED ON YOUR NEXT LONG WEEKEND GETAWAY.**





# BOGHOLES, BEVIES AND BROS

**T**he Christmas break already feels like it was forever ago and your fourby is sick of bitumen and worksites; it's time to get away and get your tyres dirty. You've been working hard all week and by the time the weekend comes, you barely have enough time to think before your mates rock up, honking and yelling at you to move your arse.

The beauty of heading off on your own is that you can keep things simple and as long as you've invested in some decent essentials, you can always rock up to camp knowing you're covered.

## CAMPING SET-UP

A few days away or a last-minute getaway is what the trusty swag is perfect for. It takes minutes to set up, is comfortable and not too hard to manoeuvre into if you've indulged in a few too many frothies.

In the past, some have shied away from swags as they can't combat that claustrophobic

feeling; however, ARB SkyDome swags have been specifically designed with extra generous dimensions. Not only are ARB swags roomy enough to sit up in, they are extra wide too, meaning you can spread out and have an even better night's sleep.

If it's hot, open up the doors and watch the starry sky through the ultra-fine nylon mesh, giving you mozzie-free ventilation all night. If the weather turns frosty, the 500gsm heavy-duty canvas will keep you warm and cosy all night. Speaking of cosy, if the heavens really open up, the rain gutter protected windows and vents, plus the PVC base, will keep you dry as a bone.

Grab yourself an ARB Swag Bag to chuck your swag in and you can be ready at the drop of a hat. Throw it in the back of the ute or on the roof and even if it's raining the whole way, the Stormproof swag bag will ensure your swag gets rolled out dry and clean, ready to give you a night of blissful slumber.

## IN THE BAG

Don't forget your pillow and sleeping bag. ARB has two sleeping bag options for all your dreaming desires.

The ARB Deluxe canvas sleeping bags are extra roomy and have a removable internal fleece lining for cool nights and easier cleaning. If you're sharing your swag with a partner, two Deluxe bags can be joined together to form a giant double bag. Keeping you super warm and cosy, the ARB canvas sleeping bag is rated to -10°C.

The ARB Compact sleeping bag is light and has excellent temperature control. It weighs only 2.85 kilograms and features an Alu-tech internal liner that retains heat whilst remaining breathable. Rated for overnight temperatures of -5°C to +5°C.

## WEEKEND ESSENTIALS

### KEEP IT COOL

Don't get caught out by the age old "cooler box con". Sure, you can pick up an ice box from the shop for ten bucks and a bag of ice from the servo on your way through, but by lunchtime on the second day, you'll have a tub of water and a weekend of warm beer in your future. Once you invest in a good quality portable fridge, you will never look back.

The ARB Elements Fridge Freezer is your new best friend. Designed as the ultimate 4WDer's fridge, it is engineered to survive out in the elements. This means you can have it on the back of your tray 24 hours a day, 365 days a year. With a stainless steel body, anodised aluminium latches and protected electrical connections, it's as tough as fridges get. The LED display clearly shows the temperature with the lid closed but can only be adjusted once the lid is open, which stops your mates playing funny buggers on the worksite or campsite and freezing all your beer. The lid can be electronically locked to protect your bevies from that stingy friend who never brings enough of his own, and also includes a gas-assisted strut that holds it open at any position, making it easier to grab everything you need at once.

### SITTING PRETTY

There's no worse feeling than arriving at camp and realising you've forgotten to pack a chair. You end up trying anything for a bit of comfort – a wood stump, someone's esky, a spare tyre – but nothing beats a good camping chair. Like the "cooler box con", the "cheap chair chump" is the unlucky camper who decides to save a few bucks by getting a \$15 camping chair that collapses by the end of the first night. Now you're both fighting over the same wood stump.

ARB Touring and Air Locker camping chairs are rated to 150 kilograms and have a powder-coated steel scissor frame that will withstand weekends for years to come. You'll be the envy of all your fellow campfire loungers with a padded seat and backrest, drink holder



table, side pocket with Velcro flap and rear mesh magazine pocket. The chair packs into a carry bag for easy storage and transport.

The OME Compact Director's chair has an anodised aluminium cross support frame, high back support, auto folding table with cup holder and cooler bag, and padded arm rests. The simple folding mechanism helps the chair neatly fold down for a perfect fit in its compact carry bag.

### DON'T GET STUCK

Nothing beats tackling tracks with your mates and getting stuck is all part of the fun. But getting stuck with no means to get out quickly changes fun to fear (especially when considering off road vehicle recovery prices). That's why you should always have decent recovery gear in your fourby. Making sure you have the right recovery gear and it is accessible is why keeping it in a recovery bag is so important. If you're knee deep in mud, the last thing you want to be doing is searching under the back seats for your snatch block or bow shackles that you remembered hearing clinking around. ARB has sorted their recovery kits into three simple options, depending on your situation.

#### ARB RK9 Premium Recovery Kit

- Winch pack recovery bag
- Snatch strap 8,000kg
- 3m tree trunk protector 12,000kg
- Winch extension strap 4,500kg
- Recovery damper
- Riggers recovery gloves
- 2 x 4.75t steel bow shackles
- Snatch block 9,000kg

#### ARB RK11 Essentials Recovery Kit

- Snatch pack storage bag

- Snatch strap 8,000kg
- 2 x 4.75t steel bow shackles
- Snatch block 9,000kg
- 3m tree trunk protector 12,000kg

#### ARB RK12 Weekender Recovery Kit

- Canvas recovery bag
- Snatch strap 8,000kg
- Riggers recovery gloves
- 2 x 4.75t steel bow shackles

### BACON, BEEF & BEAN LOADED POTATOES

This recipe is so simple and an absolute crowd pleaser. Impress your mates with your culinary skills. This recipe serves about four; double it and have the leftovers with eggs on toast for brekky the next day.

#### Ingredients

300g bacon, roughly chopped  
500g beef mince  
2 cans baked beans  
½ cup BBQ sauce  
4 large potatoes  
Grated cheese  
Aluminium foil  
Camp oven

#### Method

Wrap the potatoes in two layers of foil and chuck in the fire (they usually take around 30 to 40 minutes to fully bake).

Heat the camp oven over the fire and chuck in the bacon and mince, cooking until brown. Add the baked beans and BBQ sauce and bring to the boil. Serve over the baked potatoes and top with grated cheese.



# SUN, SURF & SAND

**T**he long weekend is just on the horizon, the weather is still warm and you are longing to feel the sand between your toes. You and your partner have decided on a well-earned seaside break, 4WDing on the beach, eating freshly caught fish and falling asleep to the sound of the waves crashing on the shore.

There are a few touring essentials that will turn your weekend getaway into a true tropical paradise escape.

## CAMPING SET-UP

There's nothing like waking up in the morning, feeling the gentle sea breeze cool your room and looking out the window to an elevated view of the sand and sea below. If you thought you were in a luxury five-star bungalow in the Bahamas, think again. You're in an ARB rooftop tent.

The ARB Simpson III rooftop tent delivers the ultimate in ease and comfort when travelling. The easy and fast set-up and pack-up means that you can wake up to a different view every morning. All of your bedding can remain in the tent when it is packed away, freeing up storage inside your fourby. Handy features such as internal storage pockets, a sturdy retractable aluminium ladder, optional annexe and travel cover means that you have a hotel room on wheels, always ready to give you an unbelievable and convenient night's sleep.

## WEEKEND ESSENTIALS

### STORAGE SIMPLICITY

Whilst tubs and containers are a cheap solution, nothing beats a good set of drawers for the ultimate in storage simplicity. Having permanently mounted drawers in the back of your fourby will make every off road escape so much easier.

ARB Outback Solutions modular roller drawer systems take storage to the next level. Completely modular, they can be individually tailored to your needs and vehicle. Their anti-rattle design means a peaceful ride, no matter the corrugations or inclines. The key-lockable, push-pull and slam-shut latches mean extra security and the self-locking roll-back system means that if you are on a steep hill, the drawers can be opened to full extension and won't roll closed.

### TURN THE TABLES

Preparing food on the front seat, tailgate or your lap is such a pain. Make meal time easier this long weekend. ARB has two tables to choose from but we say why choose? Having both tables will make your next camping trip a breeze.

The ARB roller drawer table is the simple solution in the perfect position. Attached to the top of the ARB Outback Solutions roller drawer, it turns the back of your 4WD into the ultimate food prep station. The convenience of having a table close to where you store your food, both in your drawers and fridge, means easy access and quick clean-up. Finished in a 304 grade brushed stainless steel finish, the ARB roller drawer table is hygienic and long-lasting.

The ARB aluminium compact camp table is a sturdy surface for meal time and provides a heat-resistant surface for cooking preparation. Square tube legs with cross braces provide extra support and its compact pack-away size means it doesn't take up much storage room. Roomy enough to fit a family of four around, the ARB aluminium compact camp table is a must-have weekend accessory.

### ALWAYS COVERED

You've been 4WDing along the coast and pull up to the most beautiful beach cove you've ever seen. A perfect place for a picnic. You set up some chairs, crack a few beers and settle in for a relaxing afternoon. With the midday sun beating down, it's not long before you're sweating buckets. Throw some shade at the sun and invest in a decent awning.



Attaching neatly to the roof racks or roof bars of your fourby, ARB awnings are fully waterproof and offer a UVP rating of 50+. These self-standing awnings have anodised telescopic legs that are height adjustable, the awning cover is PU-coated, 300gsm polycotton, rip-stop canvas. All packed up in a heavy-duty nylon-reinforced PVC bag or aluminium-encased awning, they'll soon become one of the handiest accessories you own.

But wait, there's more. The ARB awning and light kit combines the shelter of an awning with the convenience of camp lighting, all rolled into one (literally). The integrated 1,200 lumen LED light strip has a dimmer switch and offers two different colours, cool white or amber (helpful with reducing bug activity), all powered via a fused cig socket plug.

### STUCK IN SAND

There's nothing like beach driving. No roads, just miles of golden sand. However, one false move and you're in for a world of pain. If you're not prepared, at best you'll spend the next few hours digging yourself out; at worst you'll run out of time and Poseidon will have another fourby to add to his impressive collection.

A simple, cost-effective solution is a set of ARB Tred Pros. TRED Pros are recovery boards made from a dual-composite material that provides flexibility across the board as well as incredible grip to help you get out of any sticky situation. Not just helpful in sand, TRED Pros can be a lifesaver when stuck in mud and even snow. TRED Pros have been engineered to reduce damage to your wheels

### ORGANISE THOSE DRAWERS

Designed to work seamlessly with ARB Outback Solutions modular roller drawers, ARB Cargo Organisers help keep everything organised and in one place. Available in three different sizes, they can be zipped closed and have carry handles so that you can transport multiple items at once. Handy features such as rubber feet to reduce movement, removable dividers and ID labels make these every organised camper's dream

and to the board itself, meaning you can get stuck over and over again (although we advise you try not to).

TRED Pros can be mounted on top of your roof rack or side mounted to the edge of the rack, freeing up precious cargo storage space. Each TRED Pro recovery track weighs just over four kilograms, meaning you can easily get it down the next time you're bogged.

### RAISE THE PRESSURE

You've had an awesome time beach driving and camping next to the sea. But it's time to head back home and onto the bitumen. You look in your rear-view mirror to see a huge line of angry drivers behind you. But with the low tyre pressure you're running, you refuse to drive above 60 kilometres per hour, even though the speed limit is 100. Only 15 more

kilometres to the closest servo where you can pump them back up. What a nightmare.

What you need is an ARB Air Compressor. Available in both portable and onboard, this awesome product has so many uses. Whether it be inflating tyres, pumping up camping beds, running air tools, activating Air Lockers and even reseating a tyre onto a wheel, an ARB Air Compressor is a must-have addition to your 4WD.

### LONG WEEKEND RECIPE: SIMPLE BEER BATTER

Nothing beats beer battering your own freshly caught fish. If you want an alcohol-free version, you can just substitute the beer with soda or mineral water.

#### Ingredients:

- Vegetable oil
- ¾ cup flour, plus extra
- ½ teaspoon salt
- 1 cup beer

#### Method:

Preheat enough oil in a pot to fully submerge one or two fish fillets (depending on size).

Meanwhile, add the flour and salt to a large bowl. Gently whisk in the beer until the batter is smooth. Lightly coat the fish in flour and then dip into the batter, ensuring it is evenly coated. Heat the oil to around 375°C and carefully drop the fish into the oil. Once the coating has turned a nice golden colour, remove and drain on paper towel. Sprinkle over some salt and enjoy.



**Y**ou've finally invested in a caravan. With your growing family, it's been gradually getting harder and harder to get away for a weekend, let alone fit everything you need in your car. So you've set up your home away from home on wheels but there are still plenty of options to make your weekend away safer and more comfortable.

### **TOWING SAFELY**

If you're new to towing a caravan or just want a refresher, check out Issue 56 of 4x4 Culture where we go through everything you need to know before hitching up and heading away.

One very important consideration covered is suspension. Whilst most new 4WDs from the factory have suspension that is set up for comfort, once you add some weight to your vehicle (like hitching a caravan), performance and reliability will suffer. Upgrading your suspension to increase load-carrying capacity and improve vehicle handling will help keep your family safe whilst towing.

ARB offers Old Man Emu suspension, a vehicle-specific solution with an engineering focus for off road comfort and on road handling. With a vast selection of springs, shocks and associated suspension components, plus GVM upgrades on selected vehicle makes and models, it will transform your 4WD's ride.

# **FIVE-STAR FAMILY FUN**

## **WEEKEND ESSENTIALS**

### **BACK IT UP**

Whilst writing our towing article for Issue 56 of 4x4 Culture, we asked our friends on Facebook for towing tips. One of our favourites came from Todd Davison, who said, "Be nice to your wife. She isn't deliberately trying to aggravate you while you're backing up with bad directions." This is an all-too-familiar scenario; you arrive at your campsite, excited and ready to set up and within minutes, you're hot and red-faced with steam coming out of your ears. It doesn't help that a small crowd of fellow campers has gathered to witness the woeful display of caravan reversing.

Back up like a pro with a trailer camera kit. The ARB trailer camera kit is designed as a "bolt on" accessory for the ARB reversing camera and monitor system. This kit provides users with rear vision from the camper, caravan or trailer. Take the stress out of reversing in tight places, residential areas or even connecting your caravan to your vehicle.

### **ADDED SHELTER**

Whilst most caravans offer communal seating and/or eating areas, they can easily become cramped. Plus, if you're after a little afternoon siesta on a rainy day, it's pretty hard with kids needing to hide from the elements only three feet away. Having alternative shelter, whether it be for eating, getting out of the sun, hiding away from mozzies or just providing a safe space for the kids to play where you can keep an eye on them, can be an invaluable investment.

The ARB Track Shelter Series II is suited for a diverse range of outdoor uses and provides protection from the elements including sun, wind and rain. Measuring in at three metres by three metres, it is supported by a strong 40-millimetre hammertone steel frame for extra strength against strong winds. As an optional extra, walls with large roll-up mesh windows can be attached, making it a multi-use room for all your camping needs.



## SPEAKING OF SAFETY...

One of the best parts about camping is watching your little ones have fun in the great outdoors. But we all know that unforeseen accidents can occur and being prepared for any mishaps, big or small, is the best policy.

ARB offers a range of first aid kits, each supplied in a soft case made from heavy-duty PVC-backed nylon, specifically designed for convenient storage and easy access in an emergency situation. Available in three sizes, each kit features clear pockets for easy identification and fold out compartments for convenient access.

## BAG IT UP

You've got the kids' bikes, boogie boards, snorkelling gear, tubs of toys, tonnes of food and before you know it, the car is absolutely crammed to the max. You still have everyone's suitcases to fit in; you look at the empty space on the roof rack and then the dark heavy clouds overhead. There'd be nothing worse than arriving to your destination with four bags of soggy wet clothes.

ARB's Stormproof bag is your worry-free solution. These stylish cargo gear bags are available in three sizes and feature a roll-up top and "sure grip" buckles, which means no zipper to contend with. As the name suggests, they are stormproof, so they can be loaded onto a roof rack or thrown into the back of the ute without the worry of your gear getting wet.

## LONG WEEKEND RECIPE: COOKIES AND CREAM FUDGE BITES

Get the kids involved in cooking these awesome after-dinner treats.

### Ingredients:

400g can sweetened condensed milk  
2 packs of Oreo cookies (275g), broken into large chunks  
350g white chocolate melts  
Baking paper

### Method:

Line a 21-centimetre square container with baking paper. In a small saucepan, heat the condensed milk and white chocolate, stirring until melted. Remove from heat.

Mix the broken biscuits into the chocolate mixture and pour into the prepared container. Refrigerate for at least an hour. Cut into portions and enjoy.

# PROTOTYPE PRICE



**A day spent with Toby Price is a day well spent and a few months back while Toby was visiting ARB headquarters for a tour of our factory, we got to talking about our BP-51 suspension by Old Man Emu.**

Toby had been running Old Man Emu Nitrocharger Sport shocks in his latest MR Triton. That was, of course, until an unfortunate incident on the way home from the Finke Desert Race saw his Triton retire from our roads, but that's a story for another day.

Not unfamiliar with race technology in motorsport, Toby spent some time with Stuart Fooks (Old Man Emu Lead Engineer) in the suspension lab grasping how we had taken the type of technology and engineering he experiences in his five-foot external bypass racing shocks and packed them into a passenger vehicle application.









### ***"SO YOU DON'T MAKE THESE FOR THE TRITON? WHY NOT?"***

It's not an unfamiliar phrase we hear at ARB. Once we have developed a new product, we'll be asked by customers of every make and model of 4WD (and often AWD) when we'll have it – or why we don't have it – available for their vehicle.

BP-51 is a perfect example, first launched in 2015 for the Toyota HiLux, and since then developed for over 25 vehicle applications.

While a product like BP-51 uses consistent design principles in its application from one vehicle to the next, unfortunately for us the manufacturers of these vehicles don't all offer the same level of consistency in their design principles. Mitsubishi, Toyota, Ford, Nissan, they all build vehicles very differently. And therein lies the challenge for our engineers to make the same ARB product fit and accurately operate with a variety of vehicle platforms.

Some obstacles can become either too difficult or simply non-viable to overcome in order to offer our customers a suitable solution.

### ***CHALLENGE ACCEPTED***

After further discussion and some friendly banter, Toby (understanding the full complexity of the project) threw a challenge down for Stu and his team to come up with a solution and Toby would meet us out at LandCruiser Mountain Park for some first-hand testing.

The two main challenges that the engineers faced with the design of the Triton were the lack of space within the factory strut towers to package the 75-millimetre strut and adjuster diameter with coils, coupled with the droop stop design of the Triton. Neither of these are problems for the vehicle as standard; however, when it comes time to put a serious shock absorber package and some gnarly 20-inch rims on like TP is sporting, things get interesting.

Determined, Stu and his team spent their hours designing, prototyping and testing until they came up with a solution they were happy to present to Toby. The kit required some new upper control arms and some custom brackets for affixing the shock absorber to get everything fitting and working the way it should. The shocks and struts got packaged up and sent to ARB Nundah in Brisbane where they were fitted to the vehicle.



### ***JUDGEMENT DAY***

Stuart drove out and met with Toby at LandCruiser Mountain Park. Apart from the drive there up the bitumen, Toby had never driven on a set of BP-51s, nor had he ever owned a set of shocks that he would likely tune himself. (Leave that to the gurus on race day!)

Toby spent much of the morning doing runs up and down different types of terrain at different speeds, getting a better real-world understanding of how it all worked. Over the course of the day, they got the suspension dialled in just where he wanted it for that type of driving.



# PROTOTYPE PRICE



## WATCH THE VIDEO

To learn more about Toby's first real-world off road experience with BP-51s, simply Google or YouTube search "Toby Price BP-51" and watch the video.

### ONE-OFF ENGINEERING PRODUCTS

It's far from common practice for ARB to engage in one-off engineering projects without having a solid indication of viability for the market. However, it does illustrate the robust nature of an Australian-based engineering and manufacturing team with a genuine passion for 4WDing.

### BPS FOR TRITON?

Now that we know exactly what's involved and just how well they worked, it's not out of the question. The complications of the package would influence the overall pricing of the kit to suit a Mitsubishi Triton; that said, it's all about "supply and demand", so if you're a Mitsubishi Triton owner and would be genuinely keen to order a set of BP-51s, send us an email at [info@arb.com.au](mailto:info@arb.com.au).

### ON TRACK FOR 2020

Having just returned from a gruelling and emotional 2020 Dakar, where he placed third outright, Toby is gearing up for another big year. A new trophy truck is being shipped for his assault on Finke and we know he's fast enough, but does he finally have a truck strong enough to get him there and back? In amongst his travels worldwide to compete on both two wheels and four, we hope to continue to work and support this true Aussie legend.

# Recover-ease

**S**pecially designed for when you find yourself stuck off the beaten track without any help in sight, TRED Pro is the ultimate recovery device to get you out of trouble when traction is lost in even the toughest of conditions, whether it be in sand, mud or even snow.

TRED has released two new mounting adaptors to suit the TRED Pro Mounting Kit (TPMK) mounting plate, suitable for fitment in either a side mount option or flat mount option.



TRED Pro & TRED Pro Mounting Brackets



## TRED Pro & TRED Pro Mounting Brackets



### MOUNT UP

TRED, the leaders in recovery board innovation, build items from materials they know best. The two new adaptor mounts are made from glass-reinforced nylon, a similar material to what the famous ARB TRED Pro recovery boards are made from but with a higher concentration of glass to improve strength. Using this material provides a lighter weight option and more flexible solution to keeping your recovery boards in easy reach and out of the way of cargo storage on your vehicle's roof racks.

Built in sunny Brisbane, the materials and manufacturing processes have been carefully selected to suit harsh Australian conditions. The adaptor mount system also includes all stainless steel hardware, ready for whatever Mother Nature can throw at it.

#### Features

- Designed to be used with TRED Pro Mounting Kit
- High-tensile nylon
- UV protected
- Stainless steel hardware
- Australian made
- 12-month warranty



#### KIT 1 – FLAT MOUNT

Specifically developed to be used in conjunction with TRED mount baseplates for flat mounting of recovery boards on a roof rack where there are 25-millimetre crossbar support tubes under the mesh. If there is no mesh on the roof rack, additional bracing may be required to eliminate twisting.

Part Number: TPMKBA01

**RRP: \$12.95**

#### KIT 2 – SIDE MOUNT

To be used in conjunction with TRED mount baseplates for side mounting of recovery boards on a roof rack where there is a 25-millimetre upper tube rail and 35-millimetre bottom base rail tubing. Designed to work with a centre-to-centre rail measurement of between 115 and 160 millimetres.

Part Number: TPMKBA02

**RRP: \$15.95**

### WHY CHOOSE TRED?

You don't have to be an avid viewer of The Big Bang Theory to know that physics plays a big part in most of our day-to-day lives, and when applied to the 4WD world, it is reasonable to expect that a 2.5-tonne vehicle might struggle to maintain its traction in fine, soft sand and muddy terrains.

To combat trouble when you lose traction, ARB has partnered with TRED to bring exclusive ARB TRED Pro recovery tracks to their stores. TRED offers an Australian owned and manufactured product and were the first to introduce a lifetime warranty.

TRED Pro's unique patented EXOTRED™ dual composite design comprises multiple moulding processes and materials resulting in a flexible board fitted with glass-filled nylon nodules, which offer far greater resistance to melting under the heat and pressure of wheel spin.

The transitioning convex-to-concave construction of the board allows the TRED Pro to wrap around the tyre early in the recovery process, ensuring ultimate coverage to gain traction whilst the later convex shape provides the tyre a sturdy platform to rise out and continue along a flat surface. Complementing the construction of the board are the precisely placed nodules, which are spaced to match a large range of popular 4WD tread patterns and provide optimal grip.

TRED Pro for ARB is offered in an exclusive range of colours (black on black or grey with orange recovery nodules) and includes a premium leash set for quick recovery of boards after use.



# The **Right** Track

## LITTERBUG

On a single weekend in May 2019, over seven tonnes of rubbish was collected by hundreds of volunteers in the annual 4WD Queensland Fraser Island Clean Up. While half of this was estimated to have washed ashore, the other half was left by campers. The majority of off road enthusiasts appreciate this beautiful country and do their utmost to keep it that way. But what if you were unknowingly driving around leaving a trail of litter everywhere you went? It's a scary thought but a very real possibility if you don't have a properly secured bin bag on the back of your 4WD.

## SAVVY SOLUTION

To combat this problem and to keep our destinations and their wildlife clean and safe, ARB has updated their ever popular TrackPack. The ARB 4x4 TrackPack SII now features a secure roll-top closure with side buckles to keep your contents inside. When redesigning the 4x4 TrackPack SII, Product Manager Ben Rieson considered a variety of closing options for the pack. "We considered utilising a zipper to ensure the 4x4 TrackPack remained securely closed; however, in researching this, we soon realised that as the pack is constantly exposed to the harsh Australian weather, plus sand, dust and mud, the zipper was the first thing to break down. The success of the roll-top and sure-grip buckles on our cargo bag range made it an obvious solution to apply to the new 4x4 TrackPack SII."

## ARB 4X4 TRACKPACK SII

The 4x4 TrackPack SII is a versatile solution to store unwanted smelly rubbish and recyclables, as well as your dirty recovery gear. With its unique internal divider, the 4x4 TrackPack SII can accommodate multiple items – even wet towels from a day at the beach. With excellent construction inside and out, this bag is a must for any touring or muddy weekend away.

### Features:

- Large twin main compartments with an overall volume of 60 litres, perfect for separating your gear into rubbish and recyclables or rubbish and recovery
- Twin side pockets each with a volume of 4.5 litres and complete with shackle holders and adjustable straps, great for storing keys, sunscreen, extra bin liners or recovery straps.
- Full mesh base and eyelet on side pockets to help with cleaning and drainage
- Large easy roll top to keep rubbish or wet items sealed when not in use or on the trails
- UV-resistant fabric with reflective tape for extra safety on the tracks
- Three-point harness with eyelet strap to secure to the rear spare wheel (up to 35-inch tyres)

WA Travel

# WESTERN WANDERLUST

Derby Peninsula heading to Horizontal Falls





## RED DIRT, RAGGED RANGES & TURQUOISE WATER – WELCOME TO THE KIMBERLEY

Words & Photography by Steve Fraser





Horizontal Falls

THE PARK IS HOME  
TO OVER 4,000  
CROCODILES, AS WELL  
AS BREATHTAKINGLY  
COLOURFUL BIRDLIFE

I am always excited at the start of a trip but when that trip starts in Broome, the gateway to the Kimberley, land of red dirt, ragged ranges and turquoise water, then I am seriously pumped.

## Broome

Broome is an iconic Australian town, home to the incredible Cable Beach, pearl farms, the Malcolm Douglas Crocodile Park and so much more. After picking up a 4WD, it was time to collect my good mate Mark, who was joining me for a week.

It was almost sunset and I was ready for a cold drink so we headed out to Cable Beach, put our feet up and watched the camel tours and a gorgeous Kimberley sunset. With a cold drink in hand, life doesn't get much better.

The next morning, Mark arranged a surprise for me. His good mate Mako works at the crocodile farm and had organised a behind-the-scenes tour. The chance to get up close and personal with these ancient giants is a great drawcard.

The crocodile park is only 15 minutes out of Broome and is a legacy of the life-long work of an amazing Australian, Malcolm Douglas. Malcolm threw in his job in 1963 and went

on to spend the next 40 years producing adventure films that capture the spirit of this great country.

The park is home to over 4,000 crocodiles, as well as breathtakingly colourful birdlife including cassowary, kangaroos, wallabies, emus, jabirus, snakes and lizards. The highlight of the croc park has to be feeding time. The giant reptiles slowly appear out of the murky waters and it's game on.

Watching them consume huge chunks of meat and crack coconuts in one snap was pretty epic. After feeding time and the fantastic public show, Mako introduced us to some of the biggest and angriest crocs in the park. They live in separate pens at the back of the park because they don't play well with others. With nicknames like Maniac, Aggro and One-Eyed Willie, you get an idea of what their personalities are like.

Getting close to these monsters is incredible. The sheer size and power of a saltwater croc is something you need to admire and

respect. If you get the chance, it's definitely worth a visit to the park.

The next morning, we were on the road early, headed for Cape Leveque, 220 kilometres north of Broome on the Dampier Peninsula. It's an area I've been to several times and love.

The roads can be a mixed bag and when we were there, it was pretty average, so it's 4WD only. Because they are building a new bitumen road and not maintaining the old road, it's pretty rough. I understand bitumen roads are progress and those who tow a large van will be grateful, but if you are a hardcore 4WDer, then progress is taking its toll on yet another fun gravel track.

There are a few spots along the way that are worth a look. One of my favourite spots is the settlement at Beagle Bay where there's one of Australia's most interesting churches. Sacred Heart Church – or, as it is more commonly known, Mother of Pearl Church – has an altar lined with the most stunning



Camels on Cable Beach

mother of pearl shells. The workmanship is amazing and is a great reflection of the area's heritage. After a quick coffee and bite to eat, we headed on to Cape Leveque.

After a few hours driving through the bush, you emerge to see the turquoise waters and red cliffs of Cape Leveque, a unique part of Australia. The final kilometre to the tip of the cape is a walk worth taking. You are surrounded by sunburnt red soaring cliffs and walk on soft yellow sand. By the time we made the peninsula, it was down to the undies and in for a dip in the beautiful turquoise water.



Broome Crocodile Park

There's a campsite at the cape and it's worth spending a couple of days there to fully enjoy the area. Be warned, you'll definitely want to book early if you plan to go in the milder months.

Mark and I were heading for Derby, so that meant backtracking to Broome before getting back on the blacktop for the run north.



**THE GIANT REPTILES  
SLOWLY APPEAR OUT OF  
THE MURKY WATERS AND  
IT'S GAME ON.**

Tidal Creek



St George Ranges

## Derby

Derby is an interesting town. Many 4WDers will know it's at the start of the Gibb River Road and, to be honest, in the past, I have just passed through. This time, I was here for the week. I'd connected with long-term local Paul, a pilot who would help me explore some of the most inaccessible areas in the region.

Derby, home to around 3,000 people, is a town with lots of history and the largest tides in Australia. The tides can reach nearly 12 metres at their peak and this creates amazing geographical features that are gold for a landscape photographer. Incredible tidal creeks, amazing mudflats and, of course, the famous Horizontal Falls create patterns and shapes that kept me shooting all day.

The next morning, we were up in the air at sunrise and took off across the mudflats and back over towards the Dampier Peninsula. I was keen to photograph the area from the air. After visiting so many times, I was looking forward to seeing the area from a different perspective. It didn't disappoint and the colours were even more vibrant from a thousand feet. A highlight was Sunday Island, just a few kilometres off the peninsula and breathtaking from above.

There is something unique about a bird's eye view of the bush and coast, the patterns and textures revealing how unique Australia is. I enjoyed looking down at the various 4WD tracks that people have carved out across the landscape over the years. I can also imagine the adventures past generations had in this rugged region.

After a little downtime in Derby during the heat of the day, we headed back up in the plane for sunset, a pattern that we repeated for most of the week.

The tidal creeks near Derby are like nothing on earth. The sheer scale of them is incredible and the mix of a turquoise blue ocean and the brown mud tidal creeks is crazy. These mudflats head both south and north almost as far as the eye can see – it's hard not to keep saying, "Wow!"

Paul suggested we head north the next morning towards Bathurst Island and across to the Horizontal Falls. I said, "Count me in!"

It was a perfect morning as we climbed to 3,000 feet right on sunrise. About an hour north of Derby, you hit the start of the ranges that stretch up to the Horizontal Falls. The landscape is epic, with huge ridges, valleys and meandering rivers. The backdrop

of a pastel pink sunrise was paradise for a photographer.

The chance to hang out of the plane and look straight down on the islands below is always an adventure. The islands around the Horizontal Falls are uninhabited time capsules. Few people will ever see this part of Australia but let me encourage you to put this on your bucket list.

That night, we headed to the Wharf Café for fish and chips by the water. It was 30°C with a light breeze, the sun was setting, local wild barramundi featured on the menu and the company was pretty amazing – my idea of five-star dining.

**THE ISLANDS  
AROUND THE  
HORIZONTAL FALLS  
ARE UNINHABITED  
TIME CAPSULES.  
FEW PEOPLE WILL  
EVER SEE THIS PART  
OF AUSTRALIA**



## St George Ranges

The St George Ranges are a little-known part of this region and I wanted to visit before I headed home.

This is a really interesting part of the Kimberley that is rarely visited. It takes between four and five hours to drive inland from Derby, is right on the edge of the Tanami Desert and definitely 4WD only.

The ranges stretch for about 40 kilometres with countless tracks winding through them. Even though there are a couple of Aboriginal settlements nearby, you'll need to be completely self-sufficient and have a 4WD that is set up well. This remote part of the Kimberley deserves your full respect. The reward for your efforts is seeing the stunning ranges rise out of the desert. When

first light hits the ranges, the colours come alive.

**THIS IS THE AUSSIE  
BUSH AT ITS BEST.  
IT'S THE SORT OF  
SPOT I COULD SET UP  
CAMP AND EXPLORE  
FOR DAYS.**

Unfortunately, the schedule dictated that my time in Derby had come to an end. I loved every minute of it, met some incredible people and marked my map with a few spots I need to come back to and visit. The red dust of the north is ingrained in both my skin and my soul. I love a sunburnt country.



Derby Mudflats

Jeep Wrangler JL

# WRANGLER READY





**The fourth-generation Jeep Wrangler is a nod to an iconic Wrangler of the past with great off road performance and ARB has the gear to get you even further.**

### JL LOWDOWN

The Jeep Wrangler JL is the first all-new Jeep Wrangler since the JK in 2006. Available in both two-door and long wheelbase four-door variants, the models are powered by a 3.6-litre petrol V6 and 2.2-litre four-cylinder turbo diesel engines. The new JL also has 26 extra safety features and extra standard equipment over its predecessor. These extras include rear parking sensors, a reversing camera, keyless start, daytime running lights, seven-inch touchscreen and Apple CarPlay or Android Auto. The entry level JL Wrangler Sport S includes all these features and comes with a V6 engine in a two-door body.

The mid-range Overland is petrol only and also includes adaptive cruise control, blind spot and cross path detection, full speed forward collision warning, proximity key and an 8.4-inch touchscreen with navigation.

The four-door Rubicon is the only diesel in the range and is upgraded with LED reflector headlights and a black sunrider soft top.

Looking a lot like its predecessor, the Wrangler JL's boxy proportions and seven-slot grille make it unmistakably recognisable.

### RUBICON BARS UP

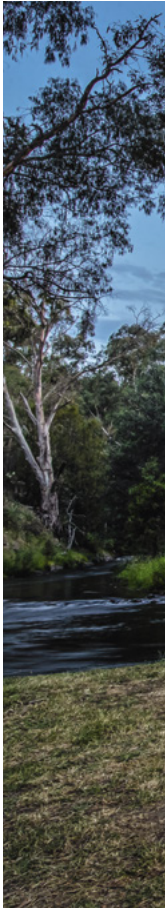
Inspired by the classic ARB Wrangler JK Deluxe bumper, ARB has developed a full width, winch-compatible Deluxe bull bar to suit the JL Wrangler Rubicon.

The Deluxe bull bar has been designed to make this formidable off roader even more capable on the tracks with a fully welded centre tube that offers protection to the vehicle grille and the winch, and also provides mounting points for two antennas or an ARB Intensity LED light bar. The bar also features an integrated winch mount, twin jacking points in the pan of the bar and press-formed apertures in the bar wings for fitment of OE fog lights. The wing and wing brace design allows fitment of up to 37-inch tyres with no contact (subject to suitable suspension and rim offset).

Whilst the Deluxe bull bar is currently only available for the Rubicon model, ARB engineers are busy designing a supplementary mount kit to allow fitment to Sport and Overland models. The Rubicon features a mounting system similar to the JK Wrangler; however, the Overland and Sport models have a different style energy absorption system. The Overland also has parking sensor compatibility to incorporate into the new bar.

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*Check out Issue 53 where we talked to some of ARB's key engineers and designers about the challenges they faced and the solutions they came up with when developing products to suit this hotly anticipated off roader.*



## ROCK ON

ARB has designed and developed an all new rock slider to suit the JL Wrangler. Combining functionality, strength, protection and a visually unique design, the new JL rock sliders are a must-have protection accessory for all serious off roaders.

Available to suit the two-door and four-door JL models, they are made up of both the slider assembly and a lower body mount to spread the load and protect the vulnerable lower sill area of the 4WD when used off road. The sliders are manufactured from four-millimetre laser-cut, folded and pulse welded sheet steel. The use of this technique provides strength without the need for thicker material, which keeps weight at a minimum. The profile of the slider against the body of the vehicle is curved to match the vehicle shape.

To complement the ARB JL protection range, the rock sliders are finished in ARB's Integrit textured black powder coat.

## COMBINING FUNCTIONALITY, STRENGTH, PROTECTION AND A VISUALLY UNIQUE DESIGN







## UNLIMITED STORAGE

The Jeep Wrangler JL is a popular off road option and formidable in long distance travel. Because of this, ARB has developed a roof rack fitting kit for fitment of ARB's range of roof racks.

Using the strength of the JL's roll cage and tub, the fitting kit ensures even distribution of load and achieves a load rating of 130 kilograms. The vehicle-specific design has been created for the JL Wrangler Unlimited with factory hard top and still allows for the Front Freedom panels to be removed when fitted.

The roof rack mount kit has been developed to suit the following ARB roof racks:

- ARB Deluxe steel rack
- ARB Deluxe steel rack with mesh
- ARB steel flat rack
- ARB Deluxe alloy rack with mesh
- ARB alloy flat rack with mesh

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

*Make sure you keep up to date with all new accessories available for the entire JL Wrangler range on ARB's website and social media channels.*



OME Greaseable Pins

# Save on Servicing



**ARB adds an additional range of serviceable components to their Old Man Emu suspension packages for leaf spring vehicles.**



### Thought Starter

Your suspension is one of the hardest working components of your 4WD. Regardless of whether you are cruising down the freeway or traversing your favourite off road track, your suspension is always working.

Due to their mechanical nature, suspension components require an additional level of servicing and maintenance to prolong their life and ensure the optimal level of performance.

### Know Your Parts

Pins and shackles are used in all vehicles that utilise leaf spring suspension, most commonly found on the rear axle of modern utes. Pins and shackles are the parts that affix the front and rear of the leaf springs to the chassis; swivelling and swinging, these components allow the springs to lengthen and contract.



*Old Man Emu  
greaseable pins and  
shackles can be serviced  
on the vehicle without  
the removal of suspension  
parts or additional tools*

### The Sticky Problem

While some common moving parts like wheel hubs are kept operational with bearings, others (including many suspension components) are lubricated with greased polyurethane bushes (sleeves). Bushes are rarely sealed and during normal operation are prone to becoming dry or affected by dust and dirt ingress into the grease, reducing their performance and longevity.

To maximise the life of these parts, regular servicing is required to keep the area clean and replenish old grease. In the case of a standard leaf spring, this is generally undertaken by completely detaching the spring from the chassis at both ends, a job that requires no less than a car jack, wheel stands, tools and time.

### A Streamlined Solution

By using greaseable pins and shackles, servicing of your Old Man Emu leaf spring suspension becomes that much quicker and easier. With the simple use of a grease gun, Old Man Emu greaseable pins and shackles can be serviced on the vehicle without the removal of suspension parts or additional tools (other than the grease gun). So whether you're looking at installing a new suspension package or looking for a way to reduce the cost associated with ongoing servicing of your current leaf spring set-up, it is worth considering upgrading to Old Man Emu greaseable pins and shackles.

### New Kid on the Block

ARB has offered greaseable shackles for the most popular 4WDs for many years as well as a small number of greaseable pins for select vehicles. In late 2019, with our ongoing commitment to solution improvements, ARB released greaseable pins to suit a range of popular 4x4 utes including current model Ranger, HiLux, D-MAX and Colorado with additional product due to be released soon to support other current and older vehicles.

### Am I Meant to Be Getting My Suspension Serviced?

Absolutely. ARB recommends having your suspension bushes lubricated no less than every 5,000 kilometres for normal on road use and as regularly as every 2,500 kilometres for off road use. Leaf springs (with ARB's maintenance-free liners) should be serviced every 10,000 kilometres or 12 months for general on road use or every 5,000 kilometres or six months for off road use. Servicing is more than just greasing and includes checking wear on all components including bushes, shock absorbers, springs, spring seats and more.

### Did You Know...?

It's an unfortunate reality that some vehicle manufacturers' workshops will not service aftermarket suspension. So while you might be getting your 4WD serviced as per the service book, it is worth checking with your service centre that your suspension is getting the attention it needs; as we've all just learned, it can be a simple and quick operation.



# THE SANDY

# 60

Words & Photography by Michael Ellem

Michael Ellem has been dreaming about rebuilding an old 60 Series LandCruiser for years. But he never thought Kalgoorlie would be the key to it all.





I photograph 4WDs for a living and I've seen many aesthetic and design changes over the years as innovators bring new products to the market in an attempt to attract attention and hopefully new buyers. I've noticed that when Toyota brings a new vehicle to the market, they usually stick with that shape and form for around 10 years, maybe with a facelift

or two along the way to keep it looking fresh. Whilst they are an innovative automotive company, they are also quite conservative in not tinkering with a successful design too much.

I think this is because, in their mind, they just get it right. Why tinker if it's already close to

perfect? I'm sure there are some who would argue this point – I have to admit I'm a bit unsure about the styling in some of the newer Toyota models – but, in general, the resale value on a Toyota is usually better than any other vehicle on the market and it's hard to argue with that.



## PLAYING FAVOURITES

I've done shoots with just about every 4WD you can think of but I have always found myself drawn to the LandCruiser 60 Series. There are so many things that appeal to me. The lines forward from the "A" pillar, which rise so gracefully. The traditional look of the round headlights on the 60. The twin square headlights on the 61 and 62. Overall, it just seems like an extremely well-balanced vehicle.

My better half, Gab, thinks I'm absolutely hopeless because I always get a "rubber neck" as I drive past one. "You can't help yourself," she says. She's right. And I can't just drive past. I often find myself in extended conversations with the owners and Gab rolls her eyes as I ask them, "Would you sell it?"

We were on a photoshoot in Kalgoorlie in Western Australia and as we headed to stock up on supplies for the next section of our

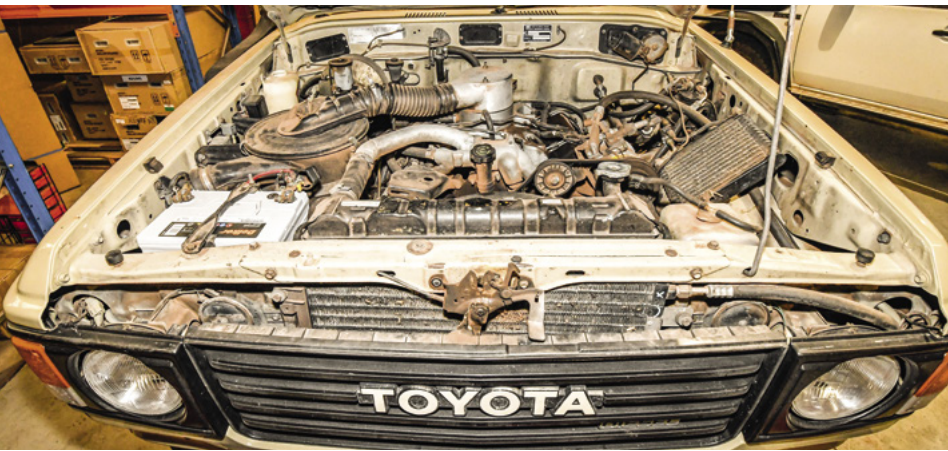
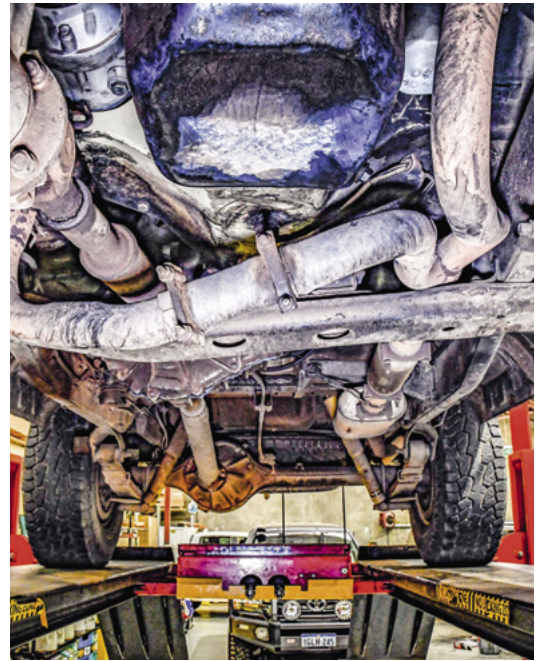
trip, I noticed a 60 in the Woolies' carpark with its bonnet up. I'm sure Gab knew what I was doing but I made sure to park in a spot that meant we had to walk past the 60 on the way into the shops.

It was a base model with the old barn doors, a sandy taupe exterior and a very average interior but it looked like it was in reasonable shape because it had a recent old school spray. But there were a few issues. When I looked under the bonnet, I saw it had an old 6.2-litre V8 Chev diesel conversion, which is a clunky, naturally aspirated diesel engine that you might find in a military Hummer. It's not a performance engine but it has heaps of torque.

I introduced myself to the owners and asked if everything was okay or if there was something I could help with. Just as I'd hoped, we got to talking. And eventually, as Gab knew it would, my usual question came out. "Would you sell it?"

They were quick to assure me it wasn't for sale. But as we continued talking, I told them about how I would love to do a rebuild and a trip with a 60 and it must have got them thinking. Because after we'd said goodbye and I'd trailed Gab into the shops to assist with the restocking, they tracked us down as we were loading up the back of the car to say that maybe they would consider selling it to us. They were that impressed that I wanted to fix it up properly... because it needed a lot of fixing.

The deal was done over the next few days. We definitely didn't need another 4x4 but we had one. On the other side of this enormous country to where we live. In need of significant work. It's my dream come true. Sort of. Even now, Gab is still shaking her head.



## THE PLAN

Getting the 60 across the Nullarbor would be a much more pleasant experience if the rebuild was done in Perth. Because I've been in the industry for a long time, I know a lot of people who are great at what they do, particularly when it comes to fixing a vehicle like this. I decided to set up a team including a vehicle body builder, a restoration paint shop, an accessory company and a shop with great mechanical and electrical knowledge.

It turns out a lot of the people I approached were all fans of old 60s and were enthusiastic about being involved. Particularly when I explained I wanted to make the rebuild the first part of a 4x4 celebration that would bring together companies and enthusiasts and culminate in a relay of people driving it from town to town across Australia, like the Olympic torch relay.

## WHAT HAVE WE GOTTEN OURSELVES INTO?

The team at On Track Fabrications were the first to come on board and they needed to tear the 60 apart to see what they were working with. Regardless of whatever they found, the intention was to make it clean, tidy and reliable as well as showcasing how an older vehicle can be brought into the 21st century by adding accessories.

Luke and Dan got stuck into it. The On Track Fabrication boys are experts at stripping vehicles as they chop brand new 200 Series LandCruisers all the time. Their knowledge of working with and shaping steel to ensure repairs are perfect is second to none. They checked over the outer body skin and the structural framework and removed the trims, the floor coverings and even the roof lining. It all had to make way in order for them to be able to check the integrity of this 35-year-old vehicle.

I was a little nervous as to what they would find. It seemed like a massive job but in just a few hours, the car was completely apart and they had pulled out 35 years' worth of pens, cigarettes, hay and dog hair, just to name a few things.

Unfortunately, but not unexpectedly for a car of its age, they also found rust in the front foot wells and it looked just terrible! I had an awful feeling that the project might be over before it had really even started but for these guys it was no problem at all. Time consuming, yes, but the sort of thing that the guys at On Track Fabrications love. Recreating the panels was a welcome challenge.

They really went above and beyond in ensuring the vehicle would be right for many more years to come. They did a fantastic job creating floor, door and sill parts that matched the original equipment.



## REBUILD NEEDS A RESPRAY

We didn't initially plan on a full respray but in light of the grand plan, where it was going and who would see it, we thought it was fitting to give it a new lease on life. Jayden and the boys at Distorted Paint and Restoration recommended a closed door respray and he just seemed so enthusiastic that I had to let him at it.

When I had initially checked the '60 out in Kalgoorlie, I had mainly focused my search on areas of rust but once it was inside Jayden's workshop, I started seeing dents and scratches everywhere. The boys walked around the vehicle, marking up every location that needed attention and after they were done, it looked like a couple of kids had been having a bit of cheeky fun. With all the marking up and then the sanding and scraping, it actually started to look a bit sad.

But then the team got to work pulling out dents, shrinking panels, using a hammer and dolly to recreate the beautiful lines that it had when it was brand new. It was amazing to watch it come back to life. Next, the vehicle headed into the paint booth and in no time came out looking stunning. We'd definitely made the right choice in going to the next level to fix it up.

## BONNET TRANSPLANT

Over a celebratory Swan draught with the teams from On Track Fabrications and Distorted Paint and Restoration, we talked about the Chev having the potential to run hot with the sort of driving we would be doing. Ideas started being thrown around and we eventually settled on changing out the bonnet, introducing the bulge of the current 79 Series to draw air into the engine bay and hopefully assist in keeping it cool.

Jayden was up for it, having done this sort of thing before and I thought it would be a great point of difference. The transplant was a massive job but everyone involved was excited to see the results as bits were cut back, stretched and stitched until it all just started looking like it was straight from factory this way. I think it looks amazing and really honours the concept of bringing an old truck into the world of today by making it a little different but so much better.





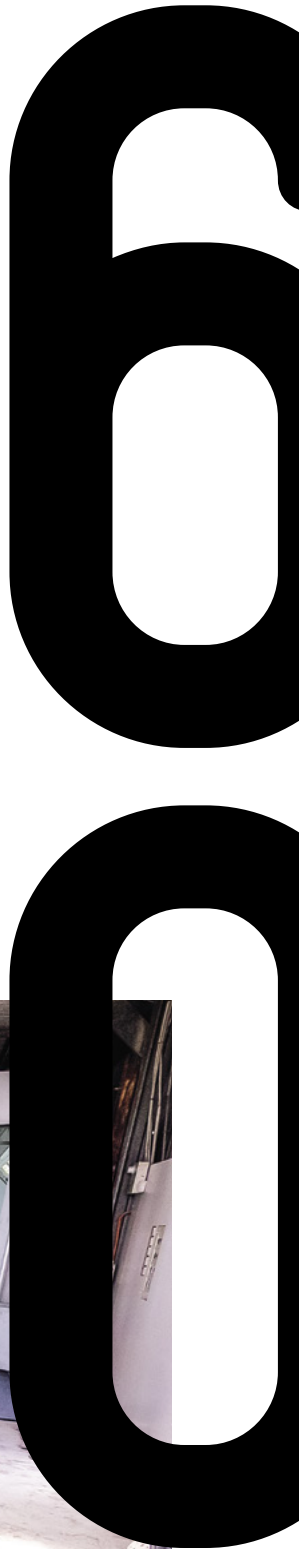


## TRANSFORMATION BEFORE YOUR EYES

Watching a vehicle being transformed before your eyes gives you a great sense of achievement (even when you're not the one doing all the work). And to see so many people excited to be part of the project makes you happy as. I found myself grinning like an idiot as I watched the happiness on their faces as they each played their parts in the rebuild and restoration.

And I honestly believe we are doing a great thing that will continue delivering joy to many more people for years to come.

*Make sure you follow ARB's social media channels to watch a new episode on Mike's Sandy 60 build every week.*



BY: NO FIXED ADDRESS

# THE LAT-LONG OF IT

- 25.891299,  
113.631789





REGION:

## FRANCOIS PERON NATIONAL PARK –

The best 4WD destination  
you've never heard of



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**TRACK GRADE:** The Peron Heritage Precinct is 2WD accessible. High-clearance 4WD is needed to access the rest of Francois Peron National Park. The tracks of deep soft sand offer challenging conditions for drivers. Low-clearance vehicles, caravans and large trailers cannot be used on these deeply rutted tracks; however, an off road camper trailer is fine.

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**SEASON:** All year round, although the weather is milder between the months of May and October.

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**POPULAR FOR:** 4WDing, camping, fishing, bushwalking, canoeing, kayaking and snorkelling.

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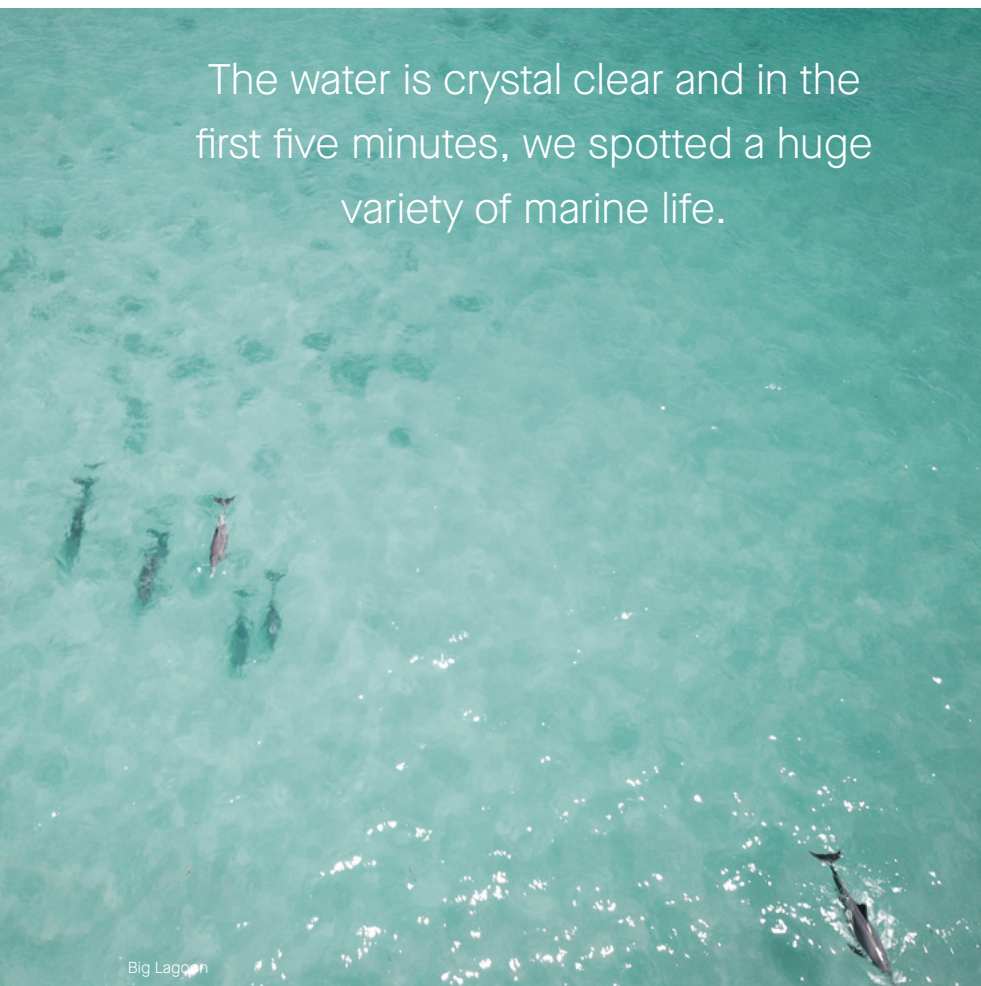
**PERMITS NEEDED:** Entrance and camping fees apply. A self-registration fee collection box is located at the park entrance off Monkey Mia Road. Your fees are used to maintain and develop park facilities.

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## The Lat-Long of It



The water is crystal clear and in the first five minutes, we spotted a huge variety of marine life.



If you are anything like us, when you think of the 2.2 million-hectare Shark Bay World Heritage area, you think of iconic 4WD destinations such as Steep Point and Dirk Hartog Island or the popular tourist destination of Monkey Mia. The destination that does not come to mind is Francois Peron National Park. Let us tell you why it is one of the best 4WDing destinations you have never heard of.

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### ACCESS

Francois Peron National Park is located only 10 kilometres from Denham on the Monkey Mia Road. At the entrance to the national park, the road turns to sand and the initial few kilometres are easy and doable in a 2WD. Once you arrive at the Peron Heritage Precinct, the road becomes definite 4WD territory.

Here you'll encounter something you may have never seen before (we hadn't): a tyre deflation/inflation area complete with instructions for the inexperienced and a fully working fast air compressor! Well done, WA Parks!

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### BIG LAGOON

First, head out to Big Lagoon. It's an easy sandy track, the sand being the iconic red Australia is so well known for. The track ends at a well-appointed campground and day picnic area. It's pretty flash with covered platforms, picnic table seating, BBQ and toilets, as well as the most impressive thing, a bar complete with stools and lagoon views. It's the perfect place for an afternoon ale or wine.

The lagoon water graduates from light turquoise to deep blues and a sand boat ramp makes it an easy spot to launch a small tinnie or kayak to explore the lagoon. The campground has 19 sites, some with water views, and no generators are permitted in the camp area. With a little sand driving experience, it would be quite easy to get a trailer into this camping area.

## The Lat-Long of It

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### CAPE PERON

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Continuing along the road is your next destination, Cape Peron. The track is quite easy, a combination of firm sandy tracks and clay pan areas until you get around 16 kilometres along. At this point, the sand gets quite deep and soft – we dropped our tyres down to 16psi. Watch the sand, it gets very hot!

The next stops are camps at South Gregories, Gregories and Bottle Bay, which are all really great camp spots with the same high quality amenities. We would not recommend attempting to get anything larger than a camper trailer into these spots as the sand is very soft and deep with no space to turn around if you get stuck.

There are lots of snorkelling opportunities in this park, so gear up and jump in to see what marine life you can find while stopped at Gregories camp. During our snorkel, we disturbed a two-metre shovel nose shark that was very well camouflaged until we were right on top of it! We also saw many turtles and a variety of fish and corals. Not a minute after we exited the water, a pod of dolphins appeared exactly where we had been snorkelling!



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### SKIPJACK POINT

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Skipjack Point rates easily in our top five favourite places in Australia. From the vantage point of two lookouts atop the low cliff, you look down on what could only be described as a natural aquarium. The water is crystal clear and in the first five minutes, we spotted a huge variety of marine life. Common rays and large graceful eagle rays slowly cruised past, followed by sharks, turtles and schools of large fish. Pods of dolphins swam by, stalked by tiger sharks. We watched as pods of dolphins rounded up schools of mullet and then chased them up onto the sandy beaches. A mother dolphin taught its calf how to hunt. We were blown away.

After about 30 minutes of watching the action, a large brown mass emerged from the sea grass beds. As the mass got closer, we identified it as a pair of dugongs, a mother and small calf. They came up as close as about 20 metres from the shore and we had a great view as they grazed on the sea grass.

Marine life were not the only animal encounters we had during our time in the park. We stopped to ensure a thorny devil was not run over, as well as many large blue tongue lizards. Kangaroos were regularly spotted bounding around as well as large families of emus.

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For more information,  
visit [parks.dpaw.wa.gov.au/park/francois-peron](https://parks.dpaw.wa.gov.au/park/francois-peron).



# BREATH EASY



**S**o you're getting ready to head off on a 4WD adventure. You've set up your fourby to be an almighty off road machine. Bull bar? Check. Winch? Check. Air Locker? Check. And you're a sucker for a good water crossing so, of course, you've fitted a snorkel. You know the cost of an engine rebuild and you're not stupid. But have you thought of the cost of a diff rebuild? If preventing costly damage to your diff meant spending less than \$100 and a couple of hours on a Sunday arvo, why wouldn't you?





## SIMPLE SOLUTION

ARB offers a breather kit that acts similarly to a snorkel for your differentials, gearbox and transfer case. The ARB Diff Breather Kit is primarily a hub that transfers air in and out of the critical vehicle components; the kit includes a length of air tubing that is run to a high point (usually under the vehicle's bonnet) where it is most protected from dust and water ingress when drawing air back in.

Out of the box, the four-port ARB Diff Breather Kit can be connected to all four key components (front diff, rear diff, transfer case and gearbox) and comes with enough tubing and fixtures to connect to the most common application of two differentials. With a small amount of additional tubing and fixtures (sold separately), the one kit will also accommodate your transfer case and gearbox.

The ARB Diff Breather Kit is only \$95.00 and is extremely simple to install. A small investment for full peace of mind and protection for your pride and joy.

**Part Number: 170112**

## UPGRADE? NO BRAINER

Firstly, how do diff breathers work and why is your factory diff breather not up to the task?

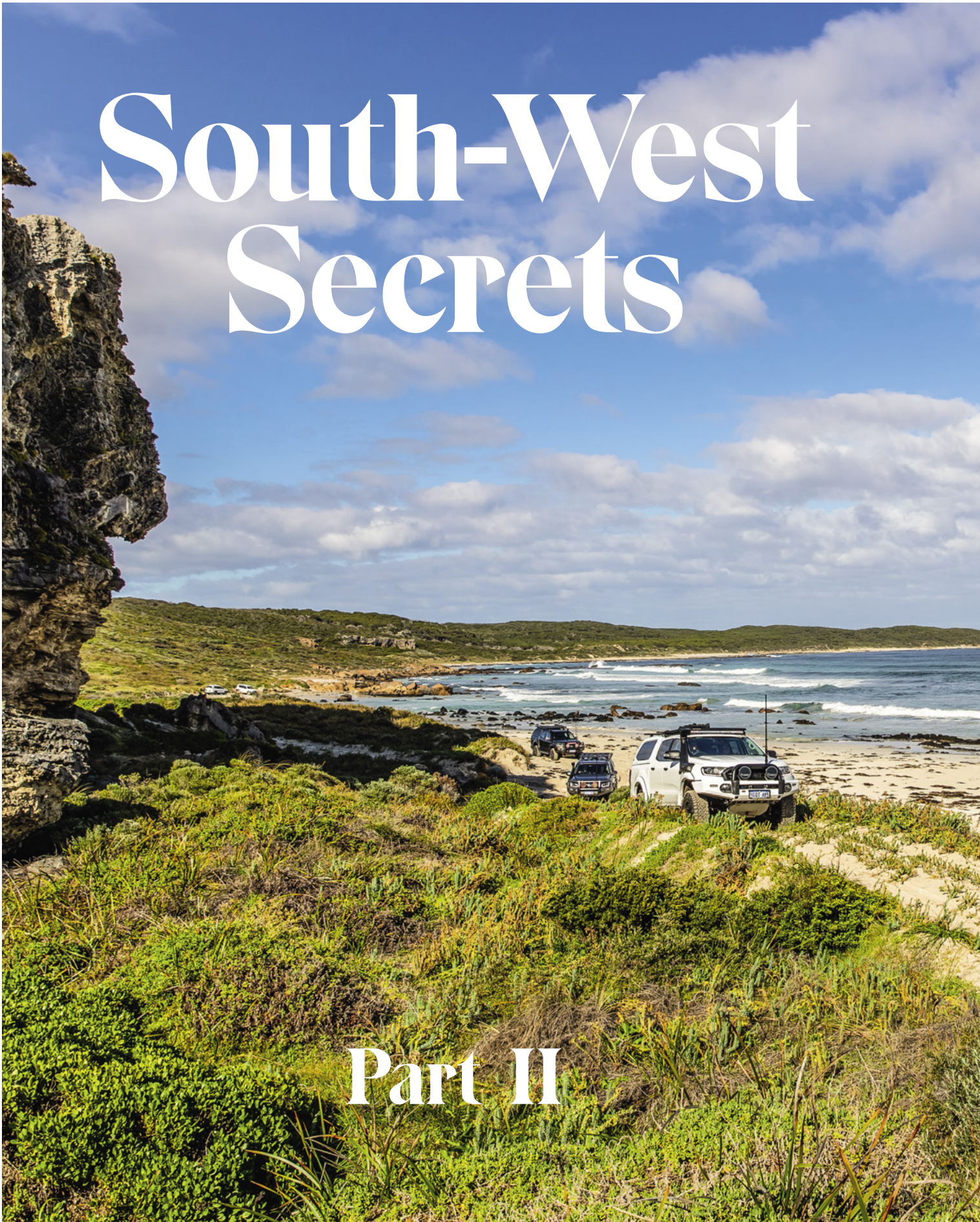
Driving results in your drivetrain creating a lot of heat because of the friction caused by your diff gears. The air inside the diff housing, the gearbox and the transfer case heats up. Now, as you know, hot air expands and this causes pressure inside your diff casing. Luckily, you have a factory diff breather that allows this air to escape. Unfortunately, many factory diff breathers utilise a one-way valve and if it gets blocked with dirt or mud (which is surprisingly common), the pressure can become enough to force oil through the next weakest seal. Other common factory diff breathers have outlets that are simply too low and in an area where they are likely to ingest water and mud. Definitely not good.

But it gets worse. For most of us off road fanatics, there's nothing better than a good water crossing. When your 4WD first hits that refreshingly cool water, your drivetrain is usually warm. As the drivetrain is submerged, the air cools and thus reduces in size. Physics tells us that the pressure inside the drivetrain will want to equalise so outside air will want to enter, often via the oil seals in the diff (as the factory diff breather only allows air to escape). However, if the diff is underwater, it won't be air that enters but rather whatever your fourby is currently submerged in. This usually results in your diff housing being full of a swampy mix of water, dirt and oil. This is bad news for your diffs and you're looking at corrosion at best and fatal damage at worse.



# South-West Secrets

Part II







**Words by Jackie Yole**  
**Photography by Offroad Images**

**B**y day four, we had already explored so much of WA and the amazing beaches and tracks on offer. It really was a great adventure for us Victorians as we're quite restricted when it comes to driving on beaches and dunes back home. What I love most about Western Australia is its rawness; everything is in such a natural state and so well cared for by the locals.

*If you haven't already, make sure you check out Part I in Issue 56 of 4x4 Culture.*

## Day 4

### – Kilcarnup Beach & Black Point

We woke up early and packed up ready to tackle day four. The buffet breakfast was delicious at the Pullman with everything you could imagine and the added bonus of a great view of the ocean! After eating our fill, we packed our 4WDs and headed on our way.

Our first adventure of the day was the track down to Joey's Nose and the stunning Kilcarnup Beach. The track was sandy, relatively short and fairly easy to drive. Joey's Nose (a beautiful rock formation) peeks around the corner as you get to the final hill of the track and, of course, another stunning beach (I swear they just keep getting better and better). We spent a few hours at this beach, driving on the sand and checking out the scenery. There were only a few surfers, making it nice and quiet.

We headed back into the main area of Margaret River and picked up some takeaway lunch from Sidekick Café, wanting to get back on the road quickly as we had a big day of exploring planned. They have a delicious range of wraps and sandwiches if you are looking for a quick feed. Their coffee is great, too.

We wanted to check out Black Point (which is about 110-kilometres south of Margaret River) but it was closed when we got to the track, so we followed the detour to Black Point via Millyeannup Coast Road (which is about a 20-kilometre track) through D'Entrecasteaux National Park. The track was easy for a 4WD with a good set-up with just a few technical spots. The sand was quite hard from the rain when we were there; however, dryer conditions might make the sand softer along the track. What makes this area so unique is the hexagonal basalt columns scattered throughout. These were made more than 130 million years ago by volcanic lava. We spent the afternoon enjoying the surrounds and drove down a few more tracks (Woodaerburru and Wapet) to Lake Jasper just in time for sunset! The largest freshwater lake in south Western Australia, Lake Jasper is an important wetland system together with Lake Wilson and Lake Smith. It is surrounded by vegetated dunes and is home to many different species of waterbirds. There are three campsites at Lake Jasper, which make for the perfect off road escape.

After a long day on the tracks, we headed to Pemberton for a feed and bed for the night.





Once you're on top of the dunes, you are spoilt by vast views of forest, wave after wave of dunes and Yeagarup Lake in the distance.

## Day 5

### – Heartbreak Trail, Warren Beach Track & Moons Crossing

We were on the road before sunrise, hoping to get mist on Heartbreak Trail in Pemberton. Unfortunately, because of the rain, we weren't in luck; however, the track was stunning and an easy unsealed road, lined with giant trees. Heartbreak Trail was originally hand built for firefighters for ease of getting into the region. The area is so quiet and picturesque and if you're up for a fun water crossing, there is a track off Heartbreak Trail that takes you down to Heartbreak Crossing. The river crossing is lined with big rocks so be careful; it can be dangerous when the water levels are high.

We headed back to our hotel to pack up and have breakfast and then we were back on the road to the old growth forest in Warren National Park, which is home to giant karri trees that grow up to 90-metres high. The track was lined with these magnificent trees, so tall you could barely see their tops. We headed to Yeagarup Dunes, D'Entrecasteaux National Park. A unique part of Western Australia where the sand meets the forest, Yeagarup Dunes are some of the biggest in

the state and mean that Warren River and Warren Beach are only accessible by 4WD. The sand is extremely soft so make sure you have a set of tracks and recovery gear, and lower your tyre pressure before starting. The tracks on the dunes are marked, so ensure you keep to these paths. Once you're on top of the dunes, you are spoilt by vast views of forest, wave after wave of dunes and Yeagarup Lake in the distance.

We made our way to Warren Beach through the dunes. There are some really soft sections and hill climbs, which makes for a lot of fun. The Warren River meets the ocean and the sand is wide and so white. Be careful not to get too close to the river as the ground becomes like quicksand. When the tide is in, some of the sand tracks are blocked so it's best to go back the way you came to avoid getting bogged. It is quite a distance getting down to the beach, so be prepared with plenty of fuel and water. We remained at the beach until late afternoon, taking in the crashing waves and stunning views.

We finished our day at Moons Crossing (which is a section of Warren River) accessible via Moons Crossing Road. It's a fairly easy crossing (which can only be accessed by 4WDs), filled with big smooth rocks and lush forest greenery. We took it in turns tackling the crossing before heading back to our accommodation for a quick relax before dinner.

Our accommodation for the night was Coalmine Beach Holiday Park in Walpole. The cabins were spacious, clean, modern and great value for money. We headed to a local café called Top Deck Café for a delicious dinner. Offering locally caught seafood and wholesome home-cooked meals, we were so impressed by the food and the service that we booked for breakfast the following day.

## Day 6

### – Rame Head & Dingo Beach

We woke up to the picturesque scenery of our accommodation and met at reception where we were greeted by some local kangaroos. We took a few snaps and fed them some of our leftover fruit from the day before and went to our new favourite local café for breakfast. We all opted for a big hot breakfast and a round of coffee (we were really getting spoilt with the great range of food on offer in Western Australia) ready to kick-start another big day on the tracks.

We wanted to check out a spot about 30 -kilometres away called Peaceful Bay. We took Nut Road to Rame Track, which leads to Rame Head. There had been heaps of rain the night before so we had to backtrack to get onto Rame Road. Keep that in mind if there has been plenty of rain in your journey as there are big bog holes and slippery black mud. Peaceful Bay is 30-kilometres east of Walpole and is set on the Great Southern Ocean. If you want raw, untouched ocean goodness, then you must check out this amazing location. The tracks lead to quite a few entrances to different amazing beaches. Each location is unique with stunning rock formations overlooking rocky green cliffs.

There are multiple tracks that lead up to big rock formations overlooking the ocean. The views are spectacular.

We built up a big appetite and decided to check out a winery called The Lakehouse in Denmark. We called and ordered a few antipasto platters on our way as it was getting close to their kitchen closing time. I have never had such amazing platters, each filled with locally made produce and layered with a selection of dips, cured meats and sourdough bread. Their wine choice is sure to impress and we opted for a pinot noir to have with our lunch.

Back in the car, our next destination was Albany (about an hour's drive and our last location on this trip) with a quick Dingo Beach stop on the way. You can access this via West Cape Howe National Park. We were greeted by more rock formations, glistening white sand and greenery. The tracks had a bit of dirt in the sand so were quite grippy and fairly easy to drive on; however, there were a few big ruts. We decided to enjoy our last sunset shoot of the trip on the beach so headed down. We needed to lower our tyre

pressure on the sand as it was super soft and even then we still got bogged. We got out and dug out the sand around the tyres and just as we got unstuck, it started to rain – great timing! We quickly packed up before getting too drenched and headed back to the tracks. Luckily, our 4WDs were equipped with Intensity lights as it got dark extremely quickly up the tracks as we headed back to our accommodation in Albany.

Albany has a great small town vibe, even though it is quite big. It's a stunning part of Western Australia and has a lot of history, dating back to the First World War, when it was the last port of call for troop ships departing Australia. It is also famous for its historic whaling station, a former whale processing plant that is now a museum.

Our home for the next two nights was Pelicans Albany at Middleton Beach. The villas we stayed at were roomy and close to Albany town centre, a great finish to the trip. We found a dinner spot called Hybla, which was right next to the beach. It had a great selection of food and a really nice, relaxed atmosphere.



If you want raw,  
untouched ocean  
goodness, then you  
must check out this  
amazing location.



## Day 7

### – Albany

The last day of our 4WD trip and, boy, had we seen a lot over the last week! Writing this article has me reminiscing of our amazing adventures and the large amount of unique tracks and places we were lucky enough to encounter along the way.

We had a delicious breakfast at a healthy café (we needed something healthy to end our trip) called Alkaline and decided to explore the local area of Albany. We stopped at Emu Point, which you can access via the bitumen. It's a great, safe place to swim and is popular

for fishing and boating. It definitely wasn't raw like the other beaches we had visited during our trip but it was a nice relaxing spot with a view of the jetty.

We had a delicious lunch at Three Anchors and headed for our last stop of the trip, Nanarup Beach. Unbeknown to us, we were in for a treat. We set up for an afternoon on the beach with a celebratory drink and in the distance spotted a humpback whale and her calf. They were so close and seemed to be hunting and playing amongst the waves – it

was such a great experience to see. Whales can quite often be spotted in Albany at certain times of the year and we were lucky enough to see them in all their glory.

If you haven't explored this part of Western Australia before, add it to your list. It is such a stunning part of Australia with such unique spots to check out. We can't wait to come back. It truly was a trip of a lifetime!

# Put a Lid on it

Storage and styling solutions for your dual-cab ute are not a one-size-fits-all proposition. The varied purposes and common uses for our vehicles differ not only from owner to owner but often from day to day, so it's important to find a solution that best suits your lifestyle.

ARB offers a range of storage solutions for both wagons and utes including drawers, cargo bags and boxes, canopies, hard lids, roof bars, roof racks, roof pods and more.

ARB has released a range of new Sportlids to suit current model HiLux, Ranger, Amarok, Navara NP300 and Colorado with plans to add many other new and existing models in the coming months.

## THE SPORTLID ADVANTAGE

While a full-height canopy is great for additional storage away from the weather, others prefer the sleek styling of a hard lid without compromising on security and the ability to carry an extra roof load. A Sportlid helps keep the load low on the vehicle for improved handling and fuel economy.

ARB's Sportlid features optional integrated central locking; just one press of your car key and your back-of-ute storage is locked or unlocked. With the inclusion of two T-slot rails running along the top edge of the Sportlid, installation of roof racks or roof bars (as well as a range of complementary accessories) is simple and easy. Furthermore, the rated capacity of a 75-kilogram dynamic load (driving) means the platform is equally





suitable for a rooftop tent and the static load will comfortably handle your rooftop tent with occupants, luggage, etc. Security and over-tub load carrying (both under and above the cover) are two distinct advantages over a standard soft tonneau or many roll-tops, which are less secure or have bulky mechanisms that take up precious cargo space.

## FORM & FUNCTION

The all-in-one construction of ARB's Sportlid coupled with the unique hinge operation means that customers can choose to run their hard lid with or without a factory Sportsbar, as the lid opens away from the cabin and allows clearance for the Sportsbar to pivot with the lid.

The standard gas-assist struts make both the opening and closing operation effortless while the optional heavy-duty strut upgrade caters for up to 25 kilograms of static load. This means you can still comfortably open the lid with up to 25 kilograms of mounted load (push bikes, timber, swag, etc.).



## THE NEW BITS

The latest addition to ARB's arsenal of back-of-ute solutions is the new ARB Sportlid. The newest hard lid supersedes the earlier model with several upgrades to better suit our customers. Improvements include a simplified mounting rail, which provides a reduction in fitting time, weight and complexity. Additionally, the hinging mechanism has been redefined for smoother and easier operation. The handle has also been changed from a soft press recess to a sturdy swing-away grip, which offers a grab point for both opening and closing the lid.

## THE BOOT IS BACK!

For decades, the family car or tradie wagon (that we so often relied on) offered five seats as well as a dry, secure and simple storage compartment as standard from the factory; it was called a boot. Today, we've very happily traded the secure and easily accessible boot for the multitude of benefits that come from a 4WD dual cab, with its five seats, elevated ride height, towing capabilities and the impossible-to-ignore much bigger storage of a 1,000-litre tub.

## FIVE COMPROMISES

But with that 1,000-litre tub comes a few compromises:

- 1. Styling:** At the back end of your sculptured modern vehicle, an open tub can present as an unfinished component, while the addition of a Sportlid provides a continuation of aesthetic lines and seamless integration.
- 2. Weather protection:** Unless you opt for an accessory tonneau for your cargo and your ute bed, it is forever open to the elements as well as prying eyes; it's no longer an appropriate place to leave that spare picnic blanket, jump leads or that pair of shoes you forgot to take out last summer (no, we mean the summer before that). And even with a soft tonneau, weather protection can be seriously limited. Needless to say, the Sportlid offers full rain and wind protection with superior protection against dust ingress.
- 3. Security:** Shutting the boot and walking away with confidence is impossible without an impenetrable lid. Open or soft-covered tubs are about as secure as a work yard guarded by a pug. And there is no comparison in the level of security many roll-tops offer when viewed alongside a single-piece ABS Sportlid.
- 4. Accessibility:** It would be hard to argue the accessibility of an open tub, it's pretty much reach and grab. If you have opted for a soft tonneau, accessibility can be a bit fiddly. However, the Sportlid is as simple as twisting the handle and lifting.
- 5. Cargo carrying:** While an open tub offers a level of versatility for that one time you and three mates decide you can lift a fridge half a metre off the ground and into the back of your ute to relocate it, there are restrictions as to what types and how much cargo you can cart. The Sportlid is more than just a secure lid, it's also a platform suitable for bike racks, luggage pods, roof racks, timber, rooftop tents and more while keeping all your heavier, bulkier, weather sensitive, prized cargo under wraps. Note: For those wanting to call on their three mates and relocate that fridge, the Sportlid can be removed from the vehicle at home by two people in under five minutes.





## WHAT ON EARTH IS ABS?

ABS – acrylonitrile butadiene styrene – try to say that once, not even fast, just once.

Let's start with how tough it is. It's what Lego is made from. Have you ever stood on a piece of Lego? It will bring the toughest men to their knees; as a product, it is basically indestructible.

ABS is a thermoplastic and is melted down into a glass-like substance and formed into perfectly shaped products, ideal for automotive painting with a smooth articulate surface to match your 4WD's body.

ABS is also easily recyclable to create new ABS products, which is great for all the obvious reasons.

A standard and favourable feature of the material is its strong resistance to physical impacts.

## THULE & RHINO-RACK COMPATIBLE

Thule and Rhino-Rack cross bars (available to purchase at your local ARB store) mount directly onto the top of the Sportlid and offer the perfect platform for a huge range of lifestyle accessories.

When it's time to escape the big smoke at the end of the week, there are a plethora of add-ons available to transform your commuter into the adventure-seeking vessel it was intended to be.

Bike racks, fishing rod holders, surfboard holders, roof pods, roof cages and more are all suitable. Additionally, an ARB double or single swag will comfortably lay across a set of roof bars to help extend your adventures.

## MADE IN ANZ

The shells of ARB's Sportlid and canopy range are manufactured in New Zealand, while the canopies are all assembled and painted right here in Australia.

Contact your local ARB store or stockist for more information and availability.



# COMMERCIAL SAFETY

**A**t ARB, we believe that safety is paramount. With the increasing technology fitted to modern 4WDs, it is vitally important to ensure that if you are fitting any aftermarket accessories, that they do not impede the proper functionality of this technology. Because of this, ARB undertakes extensive testing of its bull bars to ensure each vehicle-specific bar keeps you and your family as safe as possible.

## SAFETY MAKES SENSE

Toyota Safety Sense is a multi-feature active safety package designed to support safe driving practices. This technology includes a Pre-Collision Safety system, which minimises your risk of frontal collision, Lane Departure Alert and Lane Trace Assist to correct your path if you start to drift, Active Cruise Control, which cleverly manages your speed, Automatic High Beam to minimise glare for safe night-time driving and Road Sign Assist, which keeps you alert to changes in the speed limit.

Toyota Safety Sense is now standard across the Toyota HiLux range. Because of this, ARB conducted extensive testing both in the original set-up and with an ARB Commercial bull bar fitted.

## TESTING TESTING

ARB's engineers undertook testing on multiple Toyota Safety Sense features including Road Sign Assist, Adaptive Cruise Control, Brake Assist and Lane Departure Angle. Testing was conducted at speed increments of 20 kilometres per hour starting at 40 kilometres per hour and testing up to 100 kilometres per hour.

Evaluation of a 2019 HiLux fitted with Toyota Safety Sense was conducted under the following vehicle configurations:

- Original equipment bull bar
- ARB Commercial bull bar
- ARB Commercial bull bar with two AR21 Intensity LED driving lights
- ARB Commercial bull bar with two AR21 Intensity LED driving lights and two UHF aerials

## AS SAFE AS HOUSES

ARB testing revealed that Toyota Safety Sense was not affected by fitment of an ARB Commercial bull bar, AR21 Intensity LED driving lights or UHF aerials.

To read more on ARB's Commercial bull bar for the Toyota HiLux, check out Issue 54 of 4x4 Culture. Plus, Issue 52 of 4x4 Culture takes a behind-the-scenes look at the extensive engineering, testing and design that goes into all of ARB's accessories.

# KIT UP



The old faithful Toyota LandCruiser 70 Series has been shown some recent love from the engineers and products team at ARB. Arguably, one of the most renowned, popular and capable 4WDs on the market, it is often being pushed to the limit and so too are the accessories fitted. Fitting appropriate and reliable protection equipment to a vehicle is at the forefront of all 4WD owners' and enthusiasts' minds, especially when these accessories and vehicles take up quite a decent proportion of finances. There is nothing worse than

experiencing an animal strike or tackling a challenging track and your equipment becoming damaged, let alone the feeling of dread when considering the extensive cost involved in replacing parts.

The team at ARB have heard the cries from customers and accepted that in some cases an entire kit to replace parts is not what they need; this is precisely why a new kit featuring replacement Summit side rails just for the 70 Series was developed. Summit side rails within the kit still feature satin black powder-

coating with the option to further colour-code to vehicle-specific colour, as well as being supplied with corrosion-resistant fasteners, allowing the new rail to be attached to the step section currently fitted to the vehicle. The fit kit includes the side rail clamp also.

While the key features of the Summit side rails have been carried over into the replacement, it is important to note the anodised step extrusion is not included within the kit.





## Behind the Shot

I've been taking photographs professionally for so long now that capturing amazing images has become second nature to me. This particular amazing image is actually one of my favourites and a lot of people have asked how we managed to freeze this moment in time. It's really not that difficult for amateur photographers to achieve something similar. The key is understanding what's going on inside the camera system.

The location was Willow Springs in the Flinders Ranges, which is spectacular to begin with, so that always helps. As part of the ARB Icons trip, we'd already been through the Simpson Desert and I was extremely happy with what we'd snapped up until that point. But I needed a team shot and I wanted one that was a little bit different, one that showed how much fun we were having.

On the final hill just after sunset, we lined the entire crew up around the vehicle and then had a few of them climb up on top of it as well. We called, "Action!" and everyone jumped up into the air at the same time.

We ran a fast shutter speed in order to freeze the action but we also exposed the scene to be two stops under to make the image really pop. We adjusted the white balance as well, which helped to warm it up considerably. And as you can see, with the sunset in the background, the final image was a really rich orange colour.

I hope you enjoy this image as much as I do and as much as we enjoyed taking it.

**Camera:** Canon EOS-1D X Mark II

**Lens:** EF70-200mm f2.8L II USM

**Exposure:** 1/320 sec at f / 4.5

**Focal Length:** 120mm

**ISO:** 100

**Michael Ellem**

**Offroad Images**



**What's the most kilometres you've covered without the need for a fuel stop? If you want to go further without worrying about fuel or having to reserve precious cargo space for a couple of jerry cans, the solution may be as simple as fitting one of ARB's Frontier replacement diesel tanks to your pride and joy.**

The latest addition to the Frontier tank range is an updated model that suits both the Holden Colorado and Isuzu D-MAX 2012+ model vehicles, but before jumping into the vehicle-specific fuel capacity advantages offered for these popular dual cabs, let's cover why Frontier tanks are the ideal choice for remote and long distance travel.

Made in Australia from specifically formulated crosslink polymer, the Frontier tank range offers diesel vehicles a lightweight, durable

and impact-resistant tank replacement solution. What sets them apart from a steel alternative is that crosslink polymer is lighter, easily moulds into every spare nook and cranny underneath your 4x4 and the one-piece body construction means that there are no welds or seams providing a potential weak spot. Pair all that with the minimal impact the Frontier has on vehicle ground clearance (compared to other alternatives) and you've got the perfect companion on those long distance rural drives where fuel stops are few and far between and rough terrain is unavoidable.

While an ARB Frontier replacement tank for the Holden Colorado and Isuzu D-MAX was already available in a 130-litre capacity, the updated model offers an extra 10 litres in fuel capacity (that's 140 litres of fuel for your trip), which equates to an increase of 60 litres over the model's original 80-litre factory tank, saving you from packing up to three 20-litre jerry cans.

So what do the additional litres acquired look like in kilometres? The vehicle manufacturers claim that the D-MAX's fuel economy is estimated at around 7.8 litres per 100 kilometres while those driving a Colorado would be looking at around 9.1 litres per 100 kilometres. Taking this into consideration, Colorado and D-MAX owners alike should experience a 75% increase in kilometres travelled before searching for their next fuel stop after fitting a Frontier tank.

We all know that keeping to the manufacturer's quoted fuel economy is impossible if you're loading your rig with cargo, fitting 4WD accessories, hitching up your caravan or travelling across various terrains such as sand, gravel roads or 4WD tracks. To give you a better idea of the extra distance you'll travel before needing to stop to fill up, we've created a fuel economy chart identifying how many extra kilometres you'll cover with a 140-litre Frontier tank fitted to your 4x4.

**Frontier Long-Range Tank**



Litres per 100km	80L Factory Tank	140L Frontier Tank	Kilometre Increase
7.8L	1,026km	1,795km	769km
9.1L	879km	1,538km	659km
10.0L	800km	1,400km	600km
12.5L	640km	1,120km	480km
14.5L	552km	966km	414km
16.5L	485km	848km	364km
18.5L	432km	757km	324km
20.0L	400km	700km	300km

To put it in perspective, the drive between Melbourne and Fraser Island is about 1,921 kilometres, Brisbane to Cape York is 2,690 kilometres, Adelaide to Birdsville is 1,996 kilometres and it takes about 15,823 kilometres to circumnavigate the continent on Highway 1 (excluding Tasmania). That's a lot of ground covered between fuel stops and perhaps even the chance to shop around to get the best bang for your buck.

The Frontier tank is now available for 18 makes and models and comes pre-fitted with hardware, fixtures and fittings, allowing for easy installation. Head to the ARB website or pop into your local store for more information.

Drive 4 Life Flinders Ranges

# DRIVE & LIFE





## Drive 4 Life Flinders Ranges



**Drive 4 Life is a non-profit group run by 4WDers with the objective of raising funds for charitable organisations.**

The major beneficiary has been Northcott Disability Services, which was originally started as the New South Wales Society for Crippled Children in 1929 by the Rotary Club of Sydney in response to a growing number of children suffering the effects of illnesses such as polio and tuberculosis. \$930,000 has been raised so far and this has supported many of Northcott's clients with technical and lifestyle benefits. The other objective is to promote 4WDing as a responsible recreation.

Tours like this don't happen without support and ARB Corporation, IGA Supermarkets and 4X4 Australia magazine have been with the group since its inception.

The tour commenced in the outback New South Wales town of Broken Hill, a favourite of many 4WDers as it is either on the way to or on the return from many of their outback adventures. Assembling the groups on Sunday afternoon allowed time for the organiser's introduction, sponsor sticker placement on the vehicles and some checks of the essential equipment. Meeting up in Broken Hill also gave the tour participants a last chance to stock up locally on fuel and food.



## MINES & MOVIES

Our groups each headed off in a different direction; essentially, the tour was a loop back to Broken Hill and so splitting up the vehicles ensured convoys were kept to a reasonable size. The group we tagged along with was led by long-term Drive 4 Life leaders Mick and Noel. These guys did a great job at the front and back of the convoy and offered information mostly via the UHF radios about all manner of things but mostly about the history, geography and geology of the areas we were travelling. Leaving Broken Hill, we headed first to Silverton for a town tour and out to the old mine site via the old railway cuttings. The railway once ran here but it has long since closed. There is still plenty of evidence of the mining in the past including the poppet head.

Silverton has so much history associated with it and the Silverton Hotel is a great addition to every traveller's agenda for meals and cold beer. The town, the pub and the landscape have been used in many movies over the years; the pub has a rich history to investigate whilst you're there. The Mundi Mundi Plains Lookout is just out of town and we stopped for some photos. The Mad Max: Fury Road movie was going to be filmed here but the land was too green at the time, which is a bit unusual for this part of Australia. Anyway, they packed the set up and moved it to the Namib Desert in Africa. If only they'd waited a few years... The drought has taken its toll again and returned this area to its more common barren landscape.

We then skirted the western side of the Barrier Ranges with its fantastic views. We had to open and close gates a few times but the roads are generally unfenced. We were in harsh farming country – sheep, cattle and goats – but stock numbers are well down at the moment. Plenty of dust had the convoy spread out and although you can follow these tracks right up to Cameron Corner across the Strzelecki Desert, we cut across to visit Milparinka this time.

## MILPARINKA, MERTY MERTY AND MONTECOLINA

Milparinka is a gold rush town from the 1880s and is very close to where Charles Sturt's expedition party of 1844 were stranded for six months due to a lack of supplies. Some chose a pub meal over campfire cooking but the group got together around the campfire after dinner and for some it was a reasonably late night. Next morning, we headed across to Tibooburra and after refuelling, we were on the road across Sturt National Park. We stopped for morning tea at Cameron Corner, which is a must for the hospitality and, of course, for another photo at the Corner Post. Sadly, the flag was at half-mast as Fenn Miller, the co-owner of the Cameron Corner Store along with his wife, Cheryl, had recently passed away.

Continuing west and nearing Merty Merty Station, we came across a motorbike rider who'd had a fall and wasn't in the best condition. The RFDS had been called

and would land a plane at Merty Merty to evacuate him. We loaded his bike into a van that would get it to the station whilst others helped with the first aid. The track had many soft sand sections and whilst not bad enough to give any trouble to our 4WDs, it would have been more difficult on a heavy touring bike. We camped on the Strzelecki Track at Montecollina Bore, which is around half way between Lyndhurst and Moomba. A nice bush camp but sadly no facilities.

## GIBBER PLAINS AND GAMMON RANGES

On the road again and travelling across the vast gibber plains towards the Gammon Ranges, this was hard on the vehicles and trailers but we all arrived unscathed at Arkaroola via the restored Balcanoona Homestead. Arkaroola is worthy of a much longer stay but we moved along, eventually crossing to the western side of the ranges.

We refuelled and made our way to Farina Campground. Originally known as Government Gums, Farina is an old railway town and once was the head of the line. Gradually, work is being done to restore some of the old buildings and we see the progress each time we visit. Some of our group had a flight booked over Lake Eyre, which is holding water, the run-off from Queensland rains months before; it's ironic since a majority of the country is suffering through a long drought.





## FABULOUS FLINDERS

Our flying companions planned to catch up with us at Blinman and they were late back due to another medical event. The RFDS seems like a busy group. We camped at Blinman and a massive storm rolled through overnight, but our group all fared pretty well despite the ferocity. We embarked on a tour of the old Blinman Copper Mine in the morning before we hit the tracks, then toured around the gorges, ruins and lookouts of the Flinders Ranges. Wilpena Pound was a highlight and we arranged to camp there. The courtesy bus took us to the head of the walking track to make our trek into the Pound a little easier but we were all back on the bus for

the return journey by the allocated time. From the lookout within the Pound, you really get to see what is so unique about this area and its geology. A flight over the Flinders Ranges is a great addition to any trip into the area.

The Flinders Ranges has a lot of interesting history and sightseeing options but we visited Sacred Canyon before setting up camp at Mount Chambers Gorge. Both areas have huge galleries of rock art petroglyphs dating back many thousands of years. A walk along the creek revealed the message boards of old. The touring was great and our camaraderie just as good but there was no avoiding the last day of the tour that saw us back in Broken Hill for dinner at the Southern Cross Hotel.

# DRIVE 4 LIFE

## WHAT'S NEXT

Next up for Drive 4 Life is an outback tour in August 2020 taking in some of Len Beadell's tracks. Starting in Alice Springs, the tour will traverse the Sandy Blight Junction Road, then the Connie Sue Highway and finish on the western edge of the Nullarbor Plain at Balladonia. To stay updated or enquire about upcoming tours, visit the Drive 4 Life Facebook page or website.

<https://www.facebook.com/drive4lifecommunity/>  
<https://drive4life.com.au/>

**noun**

1. The act of rising again from the dead.

# Resurrection

**A cracked chassis over 3,000 kilometres from home on the rough and corrugated Gibb River Road in the Kimberley would be a heart-stopper for any off road enthusiast. Emma George and her family thought it would be a certain death for their beloved 1999 GU Patrol, known as “Red Dog”, but sometimes miracles happen.**





Rocking along the rough, dusty, back-breaking Munja Track in the Kimberley might not be for everyone but for those game enough to tackle it, the rewards are amazing. Waterfalls, swimming holes, rock structures, spectacular walks as well as observing rare and endangered wildlife are just some of the delights in this remote section of the Kimberley.

The track is renowned for its tyre slashing capabilities and the local workshop, Over the Range Tyre & Mechanical Repairs in Imintji, keeps pretty busy thanks to the Munja Track punters. Camper trailers can also come off second best with many breaking axles and damaging suspension thanks to the rough terrain and several rock jump-ups that spice up the track.

Bachsten Bush Camp was one of our favourite destinations when we traversed Australia a few years ago and one of the places we wanted to revisit. Relatively unscathed after our first trip, with only a cracked weld on our long-range fuel tank, we felt quietly confident our same rig (a 20-year-old Patrol towing a Tvan) could do it again. Sadly, it may have been the extra years on the old girl that pushed her over the edge.

Ironic as it may be, this time we were travelling with two other vehicles but we waved our friend in his new LandCruiser dual cab goodbye the day before our departure. Travelling with another friend (who was also towing a camper), we managed to make it in and out of Bachsten relatively unscathed apart from a few minor incidents. A last-minute extension of our holiday had us heading east towards Kununurra to visit the Bungle Bungles before returning home. We farewelled our friends at Elizabeth Station and headed solo along the Gibb, disappointed that this section of the road was more corrugated than it was towards Derby. Buoyed by the fact we were still on holidays, we saddled up for the next few hundred kilometres of corrugations.



**SADLY, IT MAY HAVE BEEN THE EXTRA YEARS ON THE OLD GIRL THAT PUSHED HER OVER THE EDGE.**



## Devastation

4WDing requires almost a sixth sense as to how your car is performing. Knowing if there are any funny smells or nuisances in the handling is important as early detection of a problem can minimise the chance of a breakdown or serious issue. Whilst I possess none of these special talents, luckily my husband Ashley does and it has saved us on numerous occasions. Feeling something wasn't right, Ashley pulled off to the side of the road, grabbed his dedicated car tarp and started inspecting the undercarriage, a rather regular occurrence. It was then he discovered a crack in the chassis.

In the middle of nowhere, we had no choice but to keep going but which way, left or right? Contemplating the road conditions, we chose left – a shorter distance on dirt but much longer on the bitumen via Halls Creek. We figured the gravel road conditions would be similar either way but how wrong we were! Whilst the Derby end of the Gibb had been recently graded, the path towards Kununurra had not seen one in a while. We seemed to hit every corrugation and were left worrying how much longer the chassis would hold on. I had never felt so many bumps and now even my car trouble sensors were switching on.

Ellenbrae Station lay ahead and there was only one sensible thing to do: stop for a cup of tea and a serving of their famous scones. Our holiday wasn't going to last too much longer so we decided to enjoy the final hours of it as we would not make it into the Bungle Bungles as planned. Once we had phone reception, we contacted our friend with the LandCruiser to see if he could meet us and tow our camper the rest of the way to Perth. Already in Karratha, he made the trip back up (to our eternal relief and gratitude) and met us near Broome. Offloading our camper eased the weight dragging on our chassis and would hopefully enable us to get back to Perth. It was a long and slow trip but we made it, although we were almost certain this would be the end of an era for Red Dog.



Out with the old chassis and getting ready for the new.



The chassis donor





**LUKE WAS AMAZED WE HAD MADE IT TO HIS WORKSHOP AS IT WAS ONE OF THE MOST DAMAGED CHASSIS HE HAD SEEN.**



The final cut



The chassis crack

## Jubilation

Facing a major structural problem, we had limited options for the vehicle. The first was to sell the vehicle as is or just the engine and some of the accessories. Either way, we would not get anywhere near the value of the car and then we would be looking at an expensive replacement. The second was to get it fixed but trying to find someone who could do it and do it well would be an extremely difficult task.

The only repairer we felt that had the expertise and skill to tackle such a challenge and do a good job was On Track Fabrications (OTF), a Western Australian company that specialises in modifications. OTF are certified by the Department of Transport to modify vehicles and they do numerous wheelbase extensions, cabin conversions, chassis frame alterations and GVM upgrades. We felt this was the best chance at getting our Patrol back on the road and even though OTF were extremely busy (mostly cutting down 200 Series LandCruisers), they squeezed us in to look at our car.

Luckily for us, owner Luke Bonner is a self-confessed Patrol nut, having bought his first Patrol when he was 17, and has owned and raced them ever since. Inspecting the cracked chassis, Luke was amazed we had made it to his workshop as it was one of the most damaged chassis he had seen. The car was bulging and bending in areas it shouldn't have been but, amazingly for us, Luke was confident he could repair it – although it was going to need some serious work. The first step was to find a donor.

Luke knew exactly where to look and within a day, we had a \$500 GU donor Patrol with an intact chassis (and differential – ours had also cracked on our trek back to Perth). Ashley was mindful to replenish the differential oil near Broome to ensure it would make the trip home but the outer differential casing was irreparable.



The chassis donor



Cutting the chassis

## ...THINGS OFTEN DON'T GO TO PLAN.

### Fixing a Cracked Chassis

The repair plan seemed straightforward enough: jack the car body slightly off the chassis, cut the damaged chassis off the car and replace it with the donor chassis. But things often don't go to plan.

Not being able to jack the car body a minimal amount off the chassis meant the whole body of the car needed to be removed from the chassis. This is no easy feat, requiring the removal of the bull bar, the steering column, all of the wiring, the whole interior seats and carpet, the tow bar, BP-51 suspension, exhaust, fuel tank, coil springs and airbags.

Once the car was ready, it was time to start marking out the cut lines. The cuts needed to be precise so the chassis from the donor car would fit exactly with ours when welded together to form one strong chassis. I asked Luke to call me when they were going to cut the chassis as I wanted to come and watch.



Pulling apart Red Dog

It was exciting being in the workshop and I donned all the protective gear so I could observe and take photographs close by. The car was braced as the back end of the vehicle was to be removed and rolled away. The cut was relatively quick, only requiring a small angle grinder that was accurately cutting along the laser-marked lines. With the first cut complete, it was time for the second and final cut. I was nervous but the body mechanics were calm. They regularly cut chassis and also take to brand new 200 Series LandCruisers with grinders, cutting off the shiny backs of the wagons.

The second cut was just as quick and it took only one person to wheel the whole back end of the Patrol away from the body of the vehicle. It looked so strange to see our beloved car all in pieces, the back wheels separated from the front and a quarter of the car lying on the workshop floor. It was like a massive jigsaw and all I could do was place my trust in Luke and his team that they could join the two chassis pieces together and reconstruct our car.

Once the donor chassis was cut, the two were welded together and fish-plated bracing was used on the outside of the chassis to strengthen it and prevent it from ever cracking again. The chassis was strengthened throughout as the old Patrols had a few notoriously weak chassis areas that are prone to cracking. Once the chassis was repaired, there was still more work to be done.

Taking the opportunity while the car was in pieces, we upgraded several parts of the Patrol to ensure she wouldn't have any more problems in the future. As the differential outer casing was cracked, Luke changed this over with the donor casing as luckily it was still in good condition but it still required rebuilding the differential. The coil towers were also replaced as they too were another common Patrol problem. Luke replaced the bushes in the panhard rod and the lower and upper control arms were rebushed with genuine Nissan parts.





The chassis crack

## TO SAY IT WAS A MASSIVE JOB IS AN UNDERSTATEMENT

The upsizing didn't stop there as, being a Patrol specialist, Luke also had some ideas on how we could get the Patrol running a little cooler and breathing easier. Having struggled with overheating for a number of years, we had done almost everything there was to make the car run cooler. The Patrol does a lot of heavy towing, particularly in the Western Australian heat so Luke suggested we increase the air intake into the turbo to make the engine breathe easier. Our snorkel was replaced with a four-inch ram head snorkel as well as a four-inch GU airbox and filter. The car runs slightly cooler and you can certainly hear the air getting forced through the bigger snorkel.

It took Luke and his team 90 hours to remove, rebuild and replace the chassis and undertake the upgrades. To say it was a massive job is an understatement and for Luke, it was bigger than he envisaged.

When asked if he would do it again, there was quite a pregnant pause.

"Doing what we have done, it was the worst we have ever seen," said Luke. "Yes, I would do it again. It's no different to a chassis extension, only we haven't lengthened it. It would be stronger now than a brand new car because of the extra bracing we put into it."

Two months after dropping off a broken but still very much loved Red Dog, she was looking better than ever. It was a huge 20-year birthday reconstruction and definitely well worth the investment. We now have a car that could be sold for a reasonable value but there is no way she is leaving our family. Most importantly, the chassis repair saved us thousands on buying and fitting out a new car and our old girl has plenty more years and adventures left in her.



The Munja Track in the Kimberley



V8 B4D



OWNER'S MANUAL  
SAFETY PRECAUTIONS  
CHECK ENGINE LIGHT  
COOLANT



# DEEP CYCLE DEPENDENCE

Going off road generally means you'll be going "off the grid" to places where phone reception is a luxury and people are few and far between. Having the right equipment packed to help get you on your way is important, but making sure you have enough power to sustain your time away is even more vital.

In situations like these, relying on your 4x4's starting battery to power camp lighting, run fridges or recharge mobile devices is never a good idea. That's because starting batteries are designed to do exactly that – start engines – and using them to power equipment or devices with constant current draw has the potential to not only cause permanent damage to the battery, but also

shorten its lifespan. Even worse, you run the risk of draining your battery beyond the point where it will start your engine – leaving you and your family stranded.

And this is where deep cycle batteries come into play. Deep cycle batteries are designed to be regularly discharged and recharged, and are perfect for delivering sustained power over extended periods of time. Put simply, selecting an appropriate deep cycle battery and installing it into your 4x4 as a secondary battery will allow you to power items like ARB fridges or camp lighting, whilst still keeping your vehicle's starting battery safe and fully charged.

## Deep Cycle Century Batteries



Choosing the right deep cycle battery is vital and there's a Century battery available to suit most situations and requirements. If it's going under the bonnet, a flooded deep cycle battery offers superior heat tolerance and vibration resistance to ensure it'll be able to handle the extreme conditions often experienced within your vehicle's engine bay. Century's N70T is a popular choice for 4x4 dual-battery systems located under the bonnet and offers a maintainable design to allow the electrolyte levels to be topped up for extended battery service life.



For confined spaces such as in the rear of a 4x4 or inside the battery compartment of a caravan, an AGM (Absorbed Glass Mat) battery would be the preferable choice. One such battery is Century's C12-105XDA (ARB Part No. 148120), which is an AGM battery offering fast recharging capabilities

and long cycle life. AGM technology acts as a sponge-like material to suspend loose electrolytes within highly porous glass fibre mat separators. They're also sealed, maintenance-free and non-spillable, providing greater flexibility with mounting options – even side mounting on angles up to 90-degrees.

An even more exciting prospect is Century's new Dual Force+ AGM multi-purpose battery (ARB Part No. 148114), which is designed to go where no other deep cycle AGM battery can – right in your vehicle's engine bay. This dual-purpose starting and deep-cycling battery features a special polypropylene case that assists with heat dispersion – essential for the under-bonnet temperatures Aussie 4x4s can get to – along with providing up to 20 times greater vibration and impact resistance for extreme off road conditions.

Regardless of which battery type and mounting location you opt for, keeping your deep cycle batteries fully charged when not in use is vital to maximising their service life and future performance. Deep cycle batteries are not designed to be kept in a low state of charge and will begin to degrade internally the longer they are left in that state. So always ensure you recharge your batteries if their open circuit voltage (OCV) drops below 12.5 volts. ARB stocks a range of home and vehicle battery chargers

to keep your batteries in tip top condition between trips away.



To make battery monitoring easier, Century recently released their new BM12V Bluetooth battery monitor tool – providing you with a live view of how your vehicle's battery is performing at any given moment. It monitors the battery's charge percentage, cranking capacity during engine start-up and the amount of charge being put back into the battery once you hit the road. It can also provide warning notifications when your battery is critically low on power, so you can organise a replacement before you're left stranded (ARB Part No. 191020).

To learn more about Century's range of deep cycle batteries or to calculate power requirements to suit your needs, pop into your local ARB store to get expert advice on your requirements.

# POWER UP

*this Easter*

**SCORE 20% OFF  
SELECTED CENTURY  
BATTERIES!\***

**Batteries on special include:**

- Overlander 4x4
- Dual Force+ AGM
- AGM Deep Cycle
- Regular Flooded Deep Cycle

**15% OFF  
CENTURY  
BATTERY  
MONITOR**

\*Selected batteries only. These offers are only available at ARB stores and participating stockists in Australia from 10 March to 20 April 2020. While stocks last. Please ask a member of staff for more details.

**Century**  
Batteries that last and last

**ARB**  
4X4 ACCESSORIES



# OME UPGRADES FRONT AXLE CAPACITIES

**At ARB, we know the importance of being able to accessorise your vehicle to suit your requirements. We also know this can come with additional load.**

With GVM upgrades already available, ARB has invested significantly in an independent testing process and is now able to offer an increase in front axle load capacities for a series of the most popular current 4WD models when coupled with an Old Man Emu full suspension package. This validation process has found up to 170-kilograms of increased capacity.

ARB's front axle load upgrades are standard with any full Old Man Emu Nitrocharger or BP-51 suspension kit and are demonstrated by certification attached to your vehicle's door pillar, owner's manual and customer handover pack.

For customers who currently own these models and have had Old Man Emu suspension fitted, assessment for compliance is available through your local ARB store or stockist.

Vehicle	OE Capacity	Upgraded Capacity	Increase
Toyota HiLux 2.4L/2.8L GUN 125/126	1,450kg	1,595kg	+145kg
Ford Ranger PXIII	1,480kg	1,630kg	+150kg
Toyota LandCruiser 200 Series (October 2015 on) VDJ200R/URJ202R	1,700kg	1,870kg	+170kg
Toyota LandCruiser 70 Series VDJ76R/78R	1,480kg	1,540kg	+60kg
Toyota LandCruiser 79 Series Single (5 Star ANCAP) VDJ79R	1,520kg	1,540kg	+20kg
Toyota LandCruiser 79 Series Single (pre-2017) VDJ79R	1,500kg	1,540kg	+40kg
Toyota LandCruiser 79 Series Dual Cab VDJ79R	1,480kg	1,540kg	+60kg

# PUT ON WEIGHT



**Understanding the Gross Vehicle Mass of your beloved 4WD is paramount to not only ensuring it performs and is efficient but, more importantly, it is safe.**

Regardless of what setting you find yourself in, how you use your vehicle or what you have fitted and loaded on board, complying with relevant state and federal regulations is a legal obligation of all road users. The OME engineers have been hard at work, conducting vigorous testing on the Toyota LandCruiser 200 Series, and are pleased to announce they have been granted approval to increase the Stage 2 GVM across the 200 Series range to 4,015 kilograms from the previous 3,845 kilograms. It's important to note the Stage 1 GVM upgrade to 3,650 kilograms is still available.

The newly updated Stage 2 upgrade was achieved by Old Man Emu engineers "through extra brake testing and front axle validation to the new higher capacity," says Mark De Prinse, Old Man Emu Product Manager. The added upgrade to GVM on the 200 Series moving forward will give some peace of mind to customers who may already be reaching the upper limit. "One of the special requirements to achieve heavier GVM for the 200 Series is the appropriate amount of mass permanently carried in or on the vehicle at all times," De Prinse continues. Given this requirement being a part of ARB's approval for the upgrade, the heavier rated

rear coil springs are the only options available to accompany the upgrade. Further, a rear sway bar is also highly recommended for non-KDSS (Kinetic Dynamic Suspension System) vehicles.

ARB's Old Man Emu GVM Stage 2 upgrade is available for all models in the Toyota LandCruiser 200 Series range and is highly recommended to those considering loading up their 4WD for their next adventure. For further information, head into your local ARB store or stockist.

# Tacos in a Bag



## Ingredients:

4 x 175g bags of corn chips  
Olive oil  
500g beef/pork mince  
1 can red kidney beans  
1 jar salsa  
1 cup cheese, grated  
2 tomatoes, diced  
2 cups lettuce, shredded  
Sour cream to serve

## Method:

In a frying pan or skillet, heat a small amount of oil. Add mince, breaking up and cooking until brown. Drain kidney beans and add to mince with  $\frac{1}{2}$  jar of salsa. Simmer gently for five minutes.

Gently crush the corn chips and then open each bag using scissors by slicing along the long edge. Top with a generous serving of mince mixture. Add cheese, tomatoes, lettuce, extra salsa and sour cream. Serve in the bag with a fork or spoon.

Serves 4 campers.

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# Upside-Down Blueberry Cake



## Ingredients:

1 box of vanilla cake, prepared according to packet  
½ cup melted butter  
1 cup packed brown sugar  
3 cups blueberries (frozen or fresh)  
Baking pan  
Camp oven with trivet  
Custard or cream to serve

## Method:

Prepare the batter for the cake mix according to the directions and set aside.

Melt the butter in the baking pan and then sprinkle with the brown sugar, ensuring it is evenly distributed. Pour blueberries on top of brown sugar and spread out to form an even layer. Pour prepared cake batter over the blueberries.

Place the cake tin on a 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 a toothpick inserted in the centre comes out clean, the cake is ready.

Let the cake cool in the pan for 10 minutes before turning out on to a large flat plate. Serve with custard or cream.

Feeds 4-6 hungry campers.

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# SPORT SUMMIT



Mitsubishi Pajero Sport owners should be excited to know that ARB's engineers have successfully developed an ARB Summit bull bar to suit their vehicle, continuing the ARB tradition of pioneering innovation with relentless pursuit of quality.

Whilst largely based on the existing Pajero Sport Summit bull bar, the Pajero Sport MY18 Summit bull bar incorporates a number of key styling characteristics unique to its build. This includes compatibility with Mitsubishi's Forward Collision Mitigation (FCM) and Ultrasonic Misacceleration System (UMS), a 30-millimetre radius on the wings and top pan, press-formed top pan, split pan, two-piece grille design, fog light surround and a recessed winch control box mount, providing all the modern-day features and strength-related characteristics expected of an ARB Summit bull bar.

For fitment to models with the Multi Around Monitor (MAM), a front parking sensor and supplementary fitting kit has been developed.

The Summit bull bar was designed with the new modern Pajero Sport look in mind, with the top pan featuring a four-millimetre aluminium press-formed winch cover panel to add strength and an integrated control box mount that recesses the control box lower in the pan. Different mount holes and control box brackets are provided to suit different winches.

All the standard and much sought-after features of the Summit bull bar remain, including LED indicator and clearance lights, off road jack points and two aerial mounts. The pan of the bar also accommodates 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 Mitsubishi Pajero Sport range by visiting our website: [www.arb.com.au/mitsubishi-pajero-sport-2018-present](http://www.arb.com.au/mitsubishi-pajero-sport-2018-present)

# GRAND Protection



After several subtle changes were made to the MY17 WK2 Grand Cherokee, ARB's engineers have been hard at work developing new frontal protection and are proud to announce the release of a facelift Deluxe winch-compatible bar.\*

A rigorous test program was undertaken to ensure that the new bar can cope with any situation imaginable. This process has also ensured maximum strength and durability.

The Deluxe bar features ARB's Sahara style fog light surround that accepts both ARB's halogen and LED fog lights, provisions for OE parking sensors and park assist (where fitted), durable urethane buffers, twin ARB Jack or Hi-Lift jack points, provisions to accommodate ARB Intensity LED driving lights and a range of Bushranger and IPF lights, twin aerial mounting tabs and extensive protection panels.

The Deluxe bar for the Grand Cherokee also includes a 4.5-tonne-rated tow point, which replaces the factory tow point. This tow point is to be used for towing purposes only and not in recovery situations.

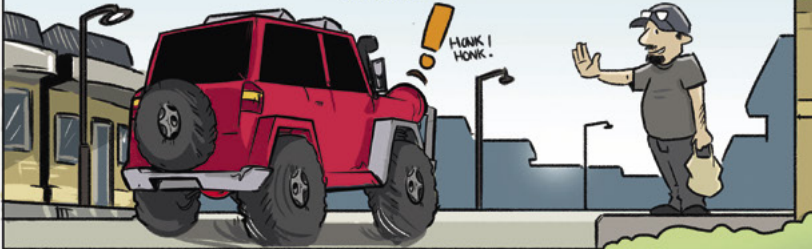
Also included are laser-cut provisions provided in the lower pan and each wing for the OE front parking sensors, which have been mapped and their performance closely replicated when fitted to the WK2 Grand Cherokee.

Suitable for winch and non-winch applications, the Deluxe bar can accommodate Warn, Bushranger, Magnum or Smittybilt low-mount model winches up to 10,000 pounds. It is supplied in a durable black powder coat, with the option of colour-coding available also.

*Visit your local ARB store or stockist for more information.*

\*Due to bumper profile changes, the Deluxe bar is not suitable for fitment to the Trackhawk or SRT models.

# THE ADVENTURES OF FOURBY AND FRIENDS



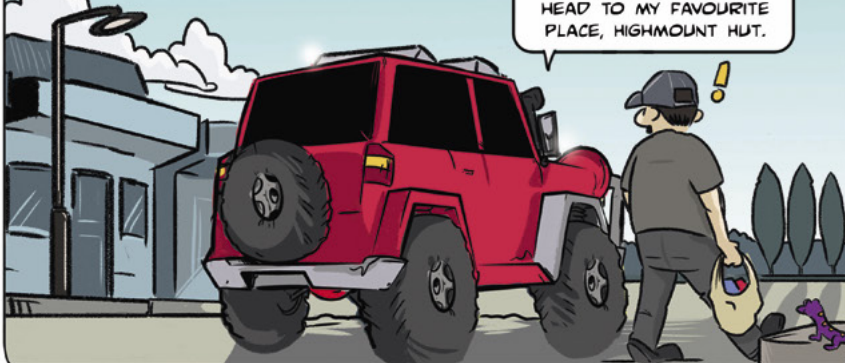
NEARLY ALL OF FOURBY'S FRIENDS HAVE PLANS FOR THE WEEKEND AND FOURBY REALLY WANTS TO GO ON AN ADVENTURE. FOURBY RUNS INTO HIS LONG-TIME FRIEND, LOWRY.

"LOWRY, WILL YOU COME ON AN ADVENTURE WITH ME? I HAVE THE WHOLE THING PLANNED! PLEEEEEASSEE???"



LOWRY AGREES AND FOURBY IS SO EXCITED.

"WE'RE GOING TO HAVE SO MUCH FUN! WE'LL HEAD TO MY FAVOURITE PLACE, HIGHMOUNT HUT."



LOWRY AND FOURBY SET OFF THROUGH THE FOREST. AS THEY REACH THE BOTTOM OF THE MOUNTAIN IT STARTS TO RAIN.



"DID YOU CHECK THE WEATHER BEFORE WE LEFT FOURBY?.. I DON'T REMEMBER THERE BEING WATERFALLS ON THIS TRACK..."

FOURBY AND LOWRY MAKE IT TO HIGHMOUNT HUT

"FOURBY, IT'S NOT SAFE TO DRIVE HOME, WE NEED TO STAY HERE FOR THE NIGHT. DO YOU NEED HELP TO BRING IN THE SUPPLIES?"

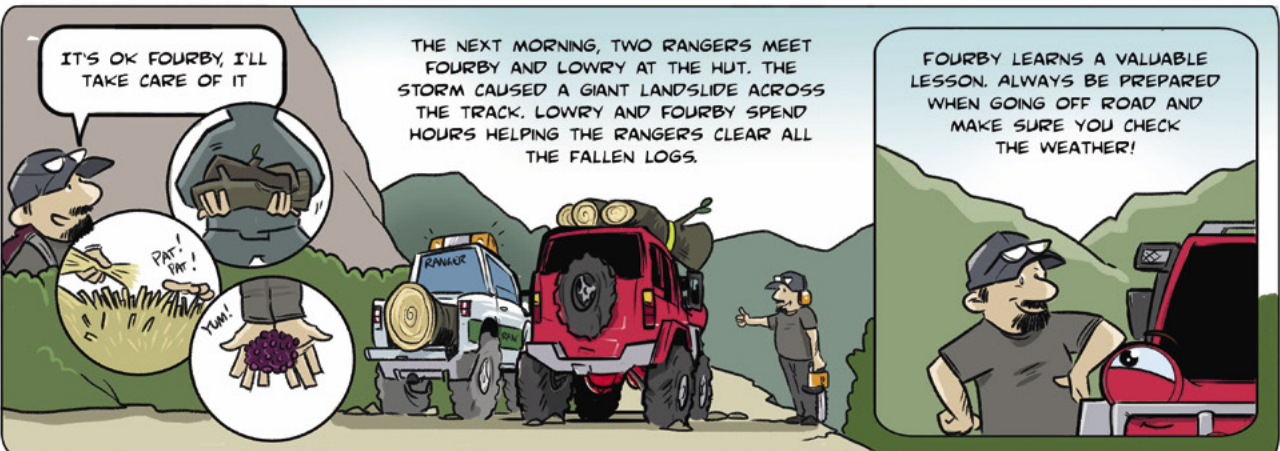
"WELL, I DIDN'T THINK WE'D NEED TO STAY SO I DIDN'T BRING ANY..."



"IT'S OK FOURBY, I'LL TAKE CARE OF IT"

THE NEXT MORNING, TWO RANGERS MEET FOURBY AND LOWRY AT THE HUT. THE STORM CAUSED A GIANT LANDSLIDE ACROSS THE TRACK. LOWRY AND FOURBY SPEND HOURS HELPING THE RANGERS CLEAR ALL THE FALLEN LOGS.

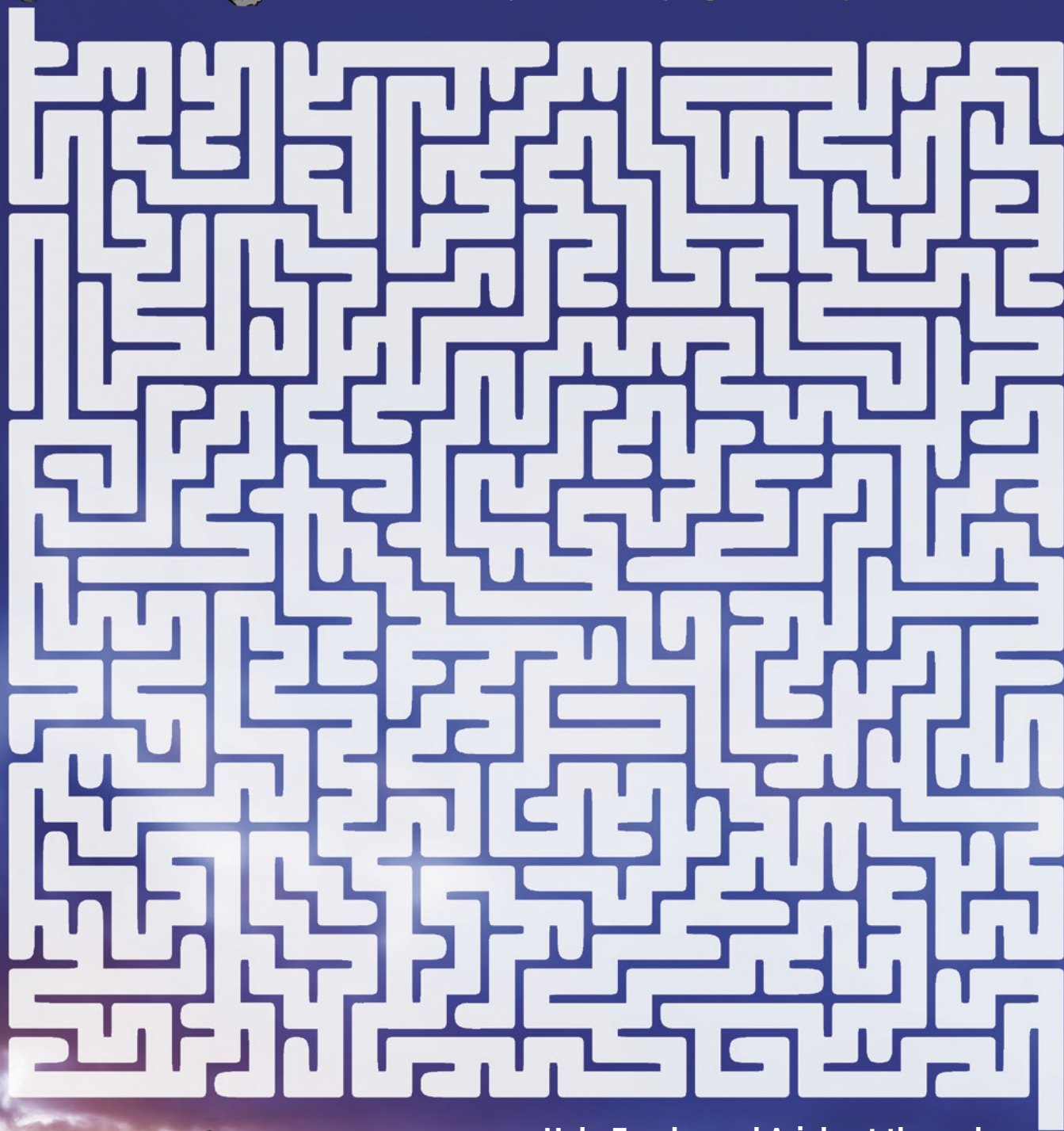
FOURBY LEARNS A VALUABLE LESSON. ALWAYS BE PREPARED WHEN GOING OFF ROAD AND MAKE SURE YOU CHECK THE WEATHER!



Kids' Activity

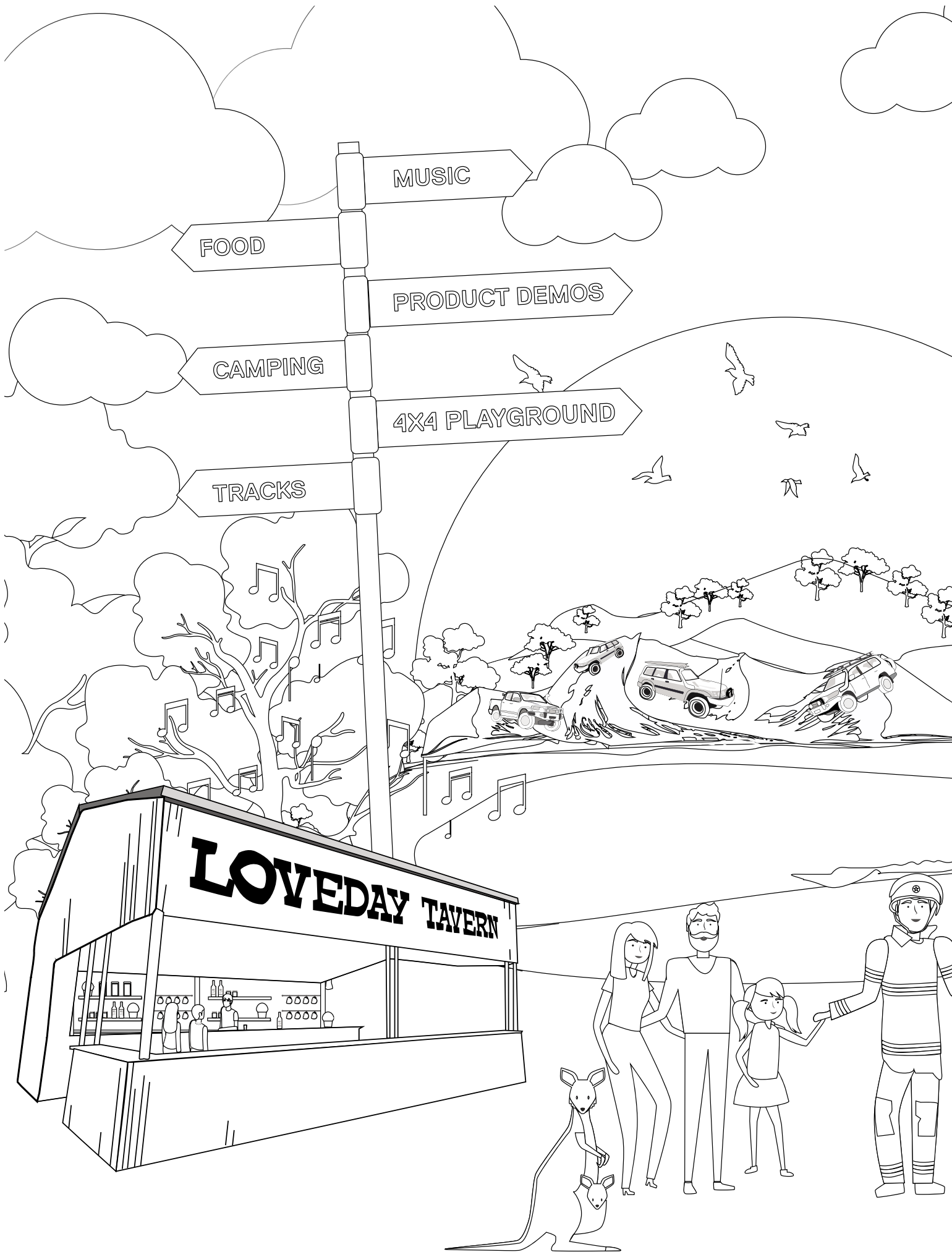


# FOURBY'S 4X4 CULTURE LIVE MAZE



Help Fourby and Ariel get through  
the maze and join their friends at  
4x4 Culture LIVE.





MUSIC

FOOD

PRODUCT DEMOS

CAMPING

4X4 PLAYGROUND

TRACKS

**LOVEDAY TAVERN**





# NIGHT HAWK VLI

The Night Hawk VLI nine-inch driving lights have got the 4x4 community talking with countless positive independent reviews and a Comparison Light test win against the 10 top brands locally. The VLI performance was unmatched and packed full of features, 0-100% brightness control, interchangeable spot/flood covers, active temperature control and cooling ducts to name a few.

Hot on the heels of the nine-inch driving lights, Bushranger upgraded and relaunched their Night Hawk Single Row Light Bar range to incorporate the VLI technology, seeing an 82% increase in effective lumens on average across the range and up to 963 metres at one lux on the 51-inch bar.

The extensive range of 10 sizes, from 5.5 inches to 51 inches, starts from just \$115.00 RRP.

## So why should you take a closer look at the VLI range? What makes them so awesome, you ask?

- A five-year warranty, which covers any manufacturing faults or defects, and Bushranger's 40 plus year history of supplying quality engineered 4x4 products to the Australian market provide peace of mind that you are engaging with a trusted bricks-and-mortar Australian business.
- The highest quality genuine LED chips sourced directly from Osram provide reliable, long-term, high-output lighting.
- Strong and versatile mounting brackets and durable, UV-stable, powder-coated polycarbonate lenses withstand the harsh Australian conditions for years to come.
- Dust and water ingress protection are paramount to a long-lasting LED light. Bushranger's lights are submersible and completely waterproof and dustproof to an IP67 rating.

- Bushranger uses real performance data gathered through the scientific channels of a NATA-accredited light testing laboratory. They use the best, correctly engineered components, and the results speak to themselves.
- Bushranger has the smarts... smart electronics that is. They developed the first dedicated auxiliary light wiring system to incorporate relay-free switching and brightness control functionality. Simpler wiring, easier installation, more user control and greater reliability. Up to four Bushranger Night Hawk VLI Series LED lights can be controlled by one wiring system and any combination of models and sizes can be used.

In the coming months, Bushranger will add another member to the VLI family, offering a lightweight and compact seven-inch driving light, perfectly suited to nudge bars and many other installations where size and weight need to be kept to a minimum.



# CONFIDENT COMMS



**G**ME has released a limited edition yellow handheld radio, ideal for a range of applications including civil construction and engineering, mining councils or anywhere you need your UHF CB handheld radio to stand out. The all-new five-watt UHF CB Handheld Radio features class-leading transmission power, an IP67 ingress protection rating for outstanding performance and years of reliable use in the harshest Australian environments, up to 30 hours of battery life, VOX hands-free mode and a built-in LED torch. These radios are serious equipment for users who demand the ultimate in handheld UHF CB communication for both work and play.

Coming in a kit, it is complete with a suite of accessories including two waterproof speaker microphones and two ear-piece style microphones, as well as a range of charging options to ensure your kit is always powered and ready for use.

The vibrant yellow colour ensures that your radio will stand out in any environment and the high visibility ensures you'll never lose your radio on the worksite or in the bush.

Part Number: TX6160YTP

**RRP: \$580.00**

# Dirt, Sand and Surf



**Thule is committed to creating solutions for hauling recreational gear around on your 4WD. Bikes, boards, skis, camping gear – if you want to take it with you, there's a good chance that Thule makes what you need to carry your gear safely, easily and in style.**

## Thule GateMate Pro (Tailgate Pad)

In 2019, Thule introduced the newest version of the tailgate pad, the Thule GateMate Pro. Made out of new materials; vinyl, nylon and moulded plastic, this offers superior flexibility and durability by moulding to different tailgate thicknesses as well as bike frames. The integrated bike separation pads and individual anchor straps safely secure the bikes in place and prevent rubbing and damage to frames.

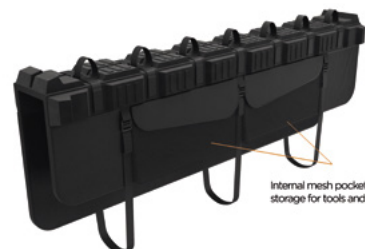
The new Thule GateMate Pro also features two large internal mesh pockets, making it easy to store tools and spare parts.

The large handle opening can be folded permanently providing reverse camera visibility as well as easy access to the tilt mechanism.

Exclusive to Thule, with the GateMate Pro, you can transport up to seven bikes (small size) or eight bikes (large size) in your truck bed.

Available at all ARB stores.  
*Thule GateMate Pro Small*  
(up to 7 bikes) – 823PRO  
\$289.00 RRP

*Thule GateMate Pro Large*  
(up to 8 bikes) – 824PRO  
\$289.00 RRP



Internal mesh pockets - easy storage for tools and spares



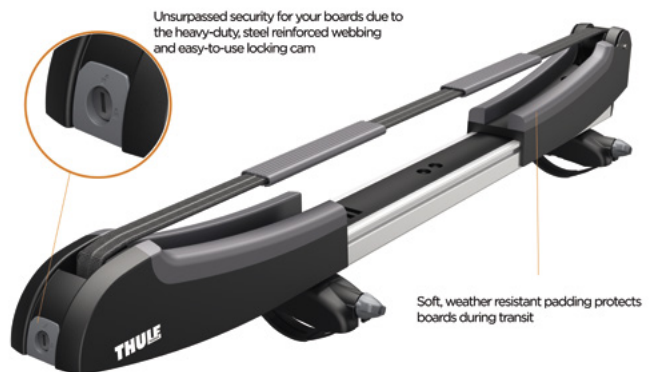
## Thule SUP Taxi XT (Surfboard and Stand Up Paddleboard Carrier)

A surfboard is pretty much a requirement for most Aussie road trips. However, it is not a very portable sports item and transporting boards in or on your car can be tricky, making them easily prone to damage. The Thule SUP Taxi XT is the ultimate surfboard and stand up paddleboard carrier.

The newly designed push-button lock system allows for quick and easy locking strap operation and security. The exclusive telescoping design lets you custom fit board widths up to 86 centimetres (25 kilograms max load limit), preventing damage to your surfboard or paddleboard.

The user-friendly and quick mechanism lets you load and unload your surfboard or stand up paddleboard in less than a minute. Featuring four Thule one-key locks, safely lock the paddleboard or surfboard to the carrier. Two locks are used for the strap assembly and the other two for the speed link. This added security gives you peace of mind for your gear.

Available in all ARB stores.  
*Thule SUP Taxi XT - 810001*  
\$439.00 RRP



Unsurpassed security for your boards due to the heavy-duty, steel reinforced webbing and easy-to-use locking cam

Soft, weather resistant padding protects boards during transit

# What Kind of Navigator Are You?



## Competition Winners

We asked you to show us what kind of navigator you are for a chance to win an awesome prize worth over \$200. We had so many fantastic entries and it was tough choosing a winner. Congratulations to Matt Haggerty from Western Australia.

*Check out page 113 to enter this edition's competition.*

# Better Half Bundle Competition

Send us a photo of you and your better half loving the off road life for your chance to win!

Prize includes a winter warmer clothing pack for you and you partner worth over \$200! Send your photo to [promotions@arb.com.au](mailto:promotions@arb.com.au) and make sure to include your name, address and both your and your partner's shirt size.

*Competition closes 31 May 2020.*



## ARB STORES

### VICTORIA

Bairnsdale (03) 5152 1226  
 Ballarat (03) 5336 4605  
 Bendigo (03) 5445 7100  
 Brighton (03) 9557 1888  
 Dandenong (03) 9793 0002  
 Echuca (03) 5480 2600  
 Geelong (03) 5272 2611  
 Hoppers Crossing (03) 9749 5905  
 Keilor Park (03) 9331 7333  
 Kilsyth (03) 9761 6622  
 Pakenham (03) 5940 5500  
 Shepparton (03) 5822 1877  
 Somerton (03) 9460 9988  
 Traralgon (03) 5174 9190  
 Warragul (03) 5623 5599

### SOUTH AUSTRALIA

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

### ACT

Fyshwick (02) 6280 7475

### QUEENSLAND

Biggera Waters (07) 5537 8800  
 Bundaberg (07) 4153 2929  
 Burleigh Heads (07) 5535 9223  
 Caboolture (07) 5499 1955  
 Capalaba (07) 3823 5900  
 Cairns (07) 4035 3350  
 Caloundra (07) 5491 4500  
 Coopers Plains (07) 3277 2020  
 Jindalee (07) 3715 6400  
 Nundah (07) 3266 3255  
 Mackay (07) 4998 6888  
 Maroochydore (07) 5475 4011  
 North Lakes (07) 3491 9600  
 Rockhampton (07) 4922 7788  
 Springwood (07) 3493 3030  
 Toowoomba (07) 4632 1122  
 Townsville (07) 4728 0900

### TASMANIA

Burnie (03) 6431 4494  
 Hobart (03) 6232 2333  
 Launceston (03) 6331 4190

### NORTHERN TERRITORY

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

### NEW SOUTH WALES

Albury (02) 6021 2477  
 Artarmon (02) 9438 4484  
 Broken Hill (08) 8087 9250  
 Brookvale (02) 8507 3073  
 Dubbo (02) 6885 5777  
 Moorebank (02) 9821 3633  
 Narellan (02) 4648 1900  
 Newcastle (02) 4953 9555  
 Orange (02) 6369 0700  
 Penrith (02) 4731 1266  
 Port Macquarie (02) 6584 9218  
 St Peters (02) 9565 2455  
 Tamworth (02) 6767 9700  
 Thornleigh (02) 9980 8855  
 Wagga Wagga (02) 6925 8777  
 Wentworthville (02) 9631 7889  
 Windsor (02) 4587 7114  
 Wollongong (02) 4225 2050

### WESTERN AUSTRALIA

Bunbury (08) 9721 2099  
 Canning Vale (08) 9455 4366  
 Geraldton (08) 9921 8077  
 Mandurah (08) 9583 3200  
 Osborne Park (08) 9244 3553  
 South Hedland (08) 9160 4900  
 Wangara (08) 9409 5764  
 Welshpool (08) 9358 3688

### HEAD OFFICE:

#### ARB 4x4 ACCESSORIES

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

