

4X4 CULTURE

4x4 Adventure | Travel | Lifestyle

Issue 54



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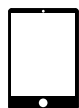
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Snapshot

Matthew Frost

National Sales & Marketing Manager

I've been asked a few times lately why the Toyota LandCruiser 70 Series is featured so much in ARB's marketing. The simple reason is it's by far the vehicle our customers are most interested in. Whenever we feature a photograph, video or story on a 70, the level of engagement we get dwarfs any other vehicle.

When you consider that the 70 Series platform has been around since the mid-1980s, it's quite interesting that it still commands so much attention. Sure, the vehicle has received a number of upgrades and enhancements over the years, but if you parked a new 70 Series next to one that was 30 years old, you'd see that it's pretty much the same vehicle.

The mainstream media is fascinated by vehicles that feature sophisticated technology, with autonomous cars in particular attracting a great deal of attention. We know, however, that based on the hundreds of thousands of people that engage with ARB on social media, Australian 4WDers have absolutely no interest in self-driving cars whatsoever.

Our customers enjoy driving and, as the 70 Series example proves, capable and functional 4x4s that require a level of skill to make them optimally perform still attract the most interest.

However, as of last month, ARB officially has a new number one vehicle on social media! Posts on this vehicle across Facebook, Instagram and YouTube have received enormous attention, with customer engagement reaching an all-time high. You're probably thinking it's a next generation dual-cab 4x4 or wagon... Nope, it's a Suzuki.

ARB partnered with Suzuki Australia to build the Suzuki Jimny JBOX and the interest in this vehicle has been overwhelming. JBOX was the vision of Suzuki Australia General Manager, Michael Pachota. Michael knew that the 2019 Jimny was always going to be enormously appealing to 4WDers but was keen to step things up a notch and demonstrate what a sensational platform the vehicle will make for people wanting to customise it for aggressive off road conditions. ARB equipped JBOX with a bull bar, driving lights, rock sliders and Old Man Emu suspension, launching it on social media in February. We were inundated with interest and positive commentary around the vehicle.

The new Jimny is a value-for-money, simply designed 4WD with enormous off road capability. The Range Rover, launched in the mid-1970s, proved that a live axle/coil spring combination is the most capable off road vehicle configuration and this was later implemented into 4x4s such as the Nissan Patrol and Toyota LandCruiser. 4WDs have moved away from live axles in recent years

in favour of independent suspension, which many believe compromises off road ability. The Jimny, however, has adopted a proven, reliable and capable platform that really lends itself to enhancements. Air Lockers, mud tyres and long-travel after-market suspension can easily be fitted to the Jimny, taking it from a competent 4x4 to immensely capable machine.

Of course, the Jimny's size will limit its market but its immense worldwide popularity has already led to speculation regarding other variants of the platform.

The hype around the Jimny reinforces what many of us have known for ages. Capability, simplicity and character are features 4WDers are looking for. The vehicle exudes the latter, adopting a unique design that shuns the general trend vehicle manufacturers are opting for these days.

With already a six-month waiting list for one, Suzuki has clearly nailed it and we look forward to seeing Jimnys out on the tracks.

With bar work, suspension, Air Lockers, under vehicle protection and a host of other gear in development for the Jimny, I have no idea when I'm going to get ARB's vehicle off our engineers, but it is undoubtedly the vehicle I am most excited about heading bush in this year.

What's New



Firestryker

When hitting the tracks with your family, safety is always top of mind. Whether it's keeping the kids away from the campfire, making sure the caravan stove isn't left on or even ensuring you're not too sleepy-eyed trying to get your Jetboil going and your first shot of caffeine running through your veins. While fire safety is always practised, having a suitable fire extinguisher close by is not always practical.

Introducing the Firestryker™, exclusive to ARB. This fire suppression system has remarkable extinguishing capabilities and extinguishes for eight times longer than a 1.5 kilogram fire extinguisher.

This small, lightweight cylinder is made up of two parts. The upper section is a metal tube that contains the extinguishing charge and the lower plastic part acts as a support handle. Upon striking, the Firestryker™ will produce a potassium aerosol jet that will last for approximately 100 seconds.

Thoroughly tested for use, it is suitable for class A, B, C, F and K fires and also electrical fires of up to 100kv (refer to fire testing table).

Simple to maintain, the Firestryker™ requires no servicing, refilling, checks or maintenance and will not suffer the effects of compacting from being stored in a 4WD for extended periods of time.

The Firestryker™ is environmentally friendly, can be recycled after use and comes with a three-year warranty. It's a simple and easy way to ensure that you and your family are always protected in the event of an unexpected fire.

Part Number: FFS199SEC

Specs:
328mm x 33mm
365g

RRP: \$165.00

Fire Testing Classes

The Firestryker™ is suitable for the majority of fires you may come across when touring, camping or boating.

CLASS A FIRES

Solid combustible materials

CLASS B FIRES

Liquid combustible materials

CLASS C FIRES

Gaseous combustible materials

CLASS F & K FIRES

Cooking and oil fats

ELECTRICAL

EQUIPMENT FIRES

Subject to voltages of up to 100,000V



ARB E-Z Deflator Goes Digital

ARB's popular Air Systems range has been extended to include a digital version of the ever reliable analogue E-Z tyre deflator. Whether you are hitting the sand, churning up the mud or getting back onto the tarmac, you no doubt understand the importance of running the correct tyre pressure. This is why it is so important to always carry accurate tyre air deflation and inflation equipment in your vehicle.

With accuracy of +/-1psi at 15-75psi, the ARB E-Z digital tyre deflator has been designed with an easy-to-read, large, blue backlit display and multiple pressure readouts including psi, bar, kPa and KgF.

Features:

- Battery indicator and up to 200 hours runtime on two AAA batteries
- Rubber bump guard to protect against drops and knocks
- Brass components
- 250mm braided line
- Screw on chuck for positive engagement (suits all Schrader™ valves)

Provided in a large carry pouch, the ARB E-Z digital tyre deflator is your must-have off road accessory.

Part Number: ARB510

RRP: \$79.00



Check out Page 113 to see how you can win an ARB E-Z Digital tyre deflator for yourself!







ROLL OUT

A new addition to the ARB Outback Solutions cargo drawer range further enhances the modular system's versatility and custom-fit capability.

The new Mid-Height Roller Floor offers the convenience of the Low-Height Roller Floor for easy access to a portable fridge but with the storage benefits of a drawer offering an extra 30mm of depth.

The new Mid-Height Roller Floor has a handy drawer depth of 105mm, which is enough to accommodate a variety of ARB accessories such as an inflation case, a first aid kit and recovery straps. Yet it's significantly lower in overall height than a full depth Roller Drawer/ Roller Floor, which has a 215mm depth.

Like other components in the ARB Outback Solutions modular range, the new Mid-Height Roller Floor is available in 945mm, 1,045mm and 1,355mm lengths to suit a variety of vehicles including 4WD wagons and utes. It is also compatible with the existing range

of full-height drawers and is supplied with a single carpeted side panel for a neat finish when required.

The ARB Outback Solutions range has been ADR crash tested and certified, and the modular drawer systems are manufactured with a galvanised steel chassis and use stainless components. The drawers are finished in a commercial grade UV-resistant marine carpet.

Despite their robust construction, ARB Outback Solutions drawers are lighter than many competitor products, allowing more equipment to be safely and securely carried in the back of a vehicle. The new Mid-Height Roller Floor weighs between 26kg and 32kg depending on length and is rated to carry up to 75kg when extended, with a maximum load of 100kg.

Convenient features include an anti-rollback system that locks the Mid-Height Roller Floor in its open position to prevent unintentional

closing, an anti-rattle locking mechanism to eliminate movement when closed, slam-shut latches for easy operation even when hands are full, sealed dust- and water-resistant bearings and aluminium runners for smooth and durable operation.

Being a modular system, owners can pick and choose which ARB Outback Solutions components will best suit their requirements, allowing them to tailor a set-up to perfectly match their vehicle. The new Mid-Height Roller Floor can be mounted where desired and combined with various other ARB Outback Solutions components. There are vehicle-specific floor kits for a professional finish and these incorporate bracing to handle heavy loads and prevent flex. The floor kit panels are manufactured from construction grade ply and finished in matching UV-resistant marine carpet.

Part Number: RFH945 - RRP: \$863.00
Part Number: RFH1045 - RRP: \$879.00
Part Number: RFH1355 - RRP: \$967.00

OUTBACK EXPERIENCE

Part I

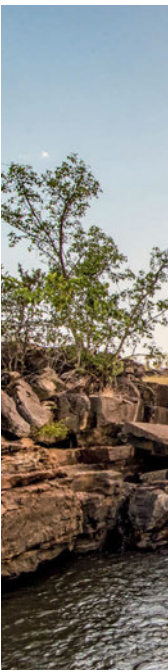
Words by Jessica Vigar
Photography by Offroad Images



Our dual-cab 79 Series LandCruiser slowly rolls to a stop. In front of us, three men clad head to toe in camouflage climb out of their chop top 100 Series. We watch in silence as they unload rifles from the vehicle. The UHF crackles and a whispered instruction fills the otherwise dead-silent cab. "Send the photographer." Michael Ellem from Offroad Images casts a nervous glance over his shoulder as he quietly gets out of our truck.

We watch as he makes his way through the dense undergrowth and creeps down the hill and out of sight, following the freshly made tracks of the three hunters waiting by the edge of a creek. We wait in silence for what seems like an age.

Suddenly, a gunshot rips through the silence. After a few moments, three more bangs explode in quick succession out of the bush. We don't move, waiting for an instruction of all clear. A canon-like gunshot, the loudest one yet, rolls over the hill. "All clear." Karl's voice can be heard over the UHF. We start up the 4WD and begin manoeuvring through the thick tree line, apprehensive of what is waiting for us over the ridge.



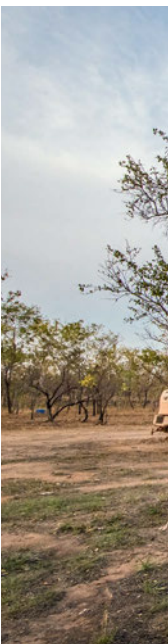
PREPPING TO SHOOT

Two days earlier, the view through our windscreen was significantly different. My husband, Glenn, and I had picked up a PXII Ford Ranger from ARB Darwin, prepped with everything we'd need for our trip into the wild west country of the outback Northern Territory. After spending the weekend shopping for props and supplies around town (we were keen to use the unique and wild scenery to sneak in some product photoshoots), we got to bed early, knowing we had a big week ahead of us. Michael Ellem from Offroad Images had spent his weekend proudly showing off his mighty 79 LandCruiser at the Eastern Creek Show and had jumped on a late-night flight to Darwin as soon as it had finished.

Early Monday morning, we meet at the Ford Ranger and head out to Howard Springs,

the temperature already pushing 38°C and signalling the coming wet season up north. We make a quick pit stop at BCF on the way so Mike can purchase a butane can for his Bialetti set-up (for those of you who haven't spent an extended period of time in the company of our photographer, he really likes his coffee). Driving through the rural suburban sprawl of Howard Springs, we arrive at a large gated property with a "Goodhand Outback Experience" laser-cut steel sign nailed to the front. Peering through the rungs, we see a shirtless, tattooed hulk of a man wrestling a pack of massive dogs into a pen. He waves at us as he jogs over to open the gate and let us in, introducing himself as Karl, owner of Goodhand Outback Experience. As the gate opens, we are greeted by Mangels (affectionately named after the famous adventurer Alby Mangels), a mastiff the size of a small horse.

"I've still got some things to do," Karl says, pointing to the front door of his home. "Go inside and check out the animals." Mike and I share a quizzical glance as we step out of the stifling heat and into the respite of Karl's air conditioned home. As we round the corner into the open plan living room, we grasp the meaning of "animals". Surrounding us is the most astounding collection of hunting trophies I have ever seen. A mountain lion peers down at us from a rock mounted high on the wall; at the end of the hall, a hippo yawns wide and two giant buffaloes gaze across the lounge suite to where we are standing. Deer, banteng and crocodile skulls are proudly displayed around the room. Mangels lumbers in and heavily collapses on the cold tiles, undeterred by the countless animals staring down at him.





Spring fed waterfall at camp

*a hippo yawns
wide and two
giant buffaloes
gaze across the
lounge suite*



Hunting vehicles

CATTLE, CREEK CROSSINGS & CAMP

After Karl has finished packing up his gear and preparing his property for his week-long absence, we head out towards his camp. Mike is with Karl, driving in his very impressive 79 Series luxury Cruiser (check out Karl's rig on page 15 for the details of this ultimate truck). Glenn and I follow in our Ranger.

We drive out to Pine Creek to fill up both our fourbies and our bellies at the ever-delicious Lazy Lizard Tavern. The drive out to Karl's camp takes around three hours and involves several creek crossings, plenty of rutted bull dust and unique and constantly changing scenery. About a third of the way, we reach the picturesque Daly River, a decent water crossing that laps the grille of our car as we carefully drive its concrete base. After passing through a number of

gates, we reach a sign signalling that we are entering Wombunji Station, a cattle station owned by a good friend of Karl's. During our drive, the Ranger's temperature gauge has been steadily displaying 39°C outside. All of a sudden, I notice the numbers start to drop. As the reading displays 24°C, we start thinking there must be some sort of electrical fault; that is, until the heavens open and we drive through a couple of hundred metres of heavy rainfall. Just as quickly as it began, it stops and the temperature steadily rises back to 39°C. Karl's voice crackles over the UHF, informing us that this is rare and somewhat worrying. He recounts a story from two years earlier where they barely had a drop of rain at camp; however, a lot of rain in other areas meant the Daly River had risen exponentially. Karl, not realising until he actually got to the river on his way out of camp, spent two days stranded before being picked up by helicopter, returning with



Goodhand guide Richie



his boat to try to get his three dogs and the rest of his crew out. Struggling to launch his boat and swimming in croc-infested waters was not an experience he was keen to relive.

As we near camp, we cross some dry creek beds. Snaking out of sight, the smooth black rock of the river gives the area a prehistoric feel. Turning a final corner, we park in front of a large green and silver structure, the kitchen and dining room/bar. To the left are two tents and a large table surrounded by salt and skulls. To the right, a long track leads to a number of huts and buildings. We are greeted by the beautiful smiling face of Emma, the resident chef, emerging from the kitchen. At the time, we had no idea the gastronomical delights soon to be served up to us by this accomplished woman. Later in our stay, we would learn of Emma's impressive résumé. From cooking for a billionaire on a super yacht whilst sailing through Greece (her most notable guest on the yacht being none other than Bill Gates) to preparing culinary feasts whilst working in a chalet on the Route Blanche of Chamonix, France, she was trained in one of Gordon Ramsay's

**STRUGGLING TO LAUNCH HIS BOAT
AND SWIMMING IN CROC-INFESTED
WATERS WAS NOT AN EXPERIENCE
HE WAS KEEN TO RELIVE.**





*having to fight
greedy water
monitors that surprise
her in the kitchen*



many restaurants. This is Emma's first season working for Karl and she assures us that she will definitely be returning next year. It takes a very unique personality to be able to survive out in the middle of the nowhere, sometimes alone for days at a time whilst the rest of the crew are out chasing animals. Apart from having to fight greedy water monitors that surprise her in the kitchen while she's trying to work, Emma says she likes being alone and having Foxtel and wi-fi at camp certainly makes it a lot easier.

Karl offers us a drink from the bar while Emma serves up a platter of cheeses, crackers and nuts. The rest of the crew are out with a client and as we wait for their return, Karl gives us a bit of history of the camp and his set-up. Karl says he really started getting serious about guiding hunts in 2000. In 2007, he separated from his then business partner and founded Goodhand Outback Experience. With a background and degree in Network Engineering and Computer Science, Karl combined his love for hunting and savvy tech skills to start filming and editing DVDs. In 2007, he started blowing up in the Chinese

market, raising around six million dollars to put together a set of DVDs that resulted in raising tourism to the Northern Territory by 70 per cent. It was the biggest show on prime time TV in China for eight years running and advertisement space was selling for US\$1,000 a second during his segments. The property Karl has this camp set up on is around 1.2 million acres in size and he says they only really hunt on about five per cent of it.

As the light of the day begins to fade, a chop top 100 Series LandCruiser pulls up to camp and three very sweaty, dirty, tired hunters climb out. Pete and Richie are the two guides that have spent the day with a client, sneaking around in 40°C heat, stalking buffalo. Pete and Richie both hail from Victoria and have decades of hunting experience between them. The client, Bob, has flown all the way from Texas and whilst exhausted from both the punishing heat and terrain, he is all smiles as he recounts the adventures of the day. We all gratefully inhale the amazing dinner Emma has prepared for us and then head to bed.



BOB BAGS HIS BUFFALO

The next morning, we all meet for breakfast and then head out; Bob, Karl and Pete in the chop top and Glenn, Richie, Mike and me following close behind in a 70 Series. Driving to a number of creeks and watering holes, we stop several times after spotting buffalo in the distance. Richie explains to us that they might spend a week tracking and finding prize bulls before the clients arrive. They learn the patterns of the bulls' movements and always have conservation of the population in mind, ensuring they leave entire areas alone for long periods of time to reduce their impact on animal activity and stress level.

Karl spots a nice big bull and instructs the convoy to stop. After calling for Mike, we hear gunshots and Karl beckons us to their location over the UHF. The trees are tight and it takes some very talented manoeuvring by Richie to get us through to the group. As we pull up, we see a huge buffalo lying in the grass. Bob can't wipe the smile off his face; he'd travelled over 14,000km for this moment and was visibly shaking with the adrenaline and delight. Bob had requested a European-style mounting for his trophy

preparation, which Pete and Richie were very relieved with as it was pushing 40°C and this would be the quickest and easiest option. Karl explains to us that the buffalo was around 15 years old and had started to lose its chewing capacity in its teeth. A lot of bulls will grind their teeth down and eventually, will lose the ability to eat and pass away.

We drive on to a nice shady spot by a creek to have lunch. Karl wanders down to the water and notices an entire buffalo carcass left from a previous hunt has been dragged under the water and stored beneath a log. A resident croc will be well fed for the next few weeks. Karl says that when the weather is not so harsh, they take their kills to the local crocodile farms; however, anything they do leave disappears very quickly, feeding the local pigs, dingoes and crocodiles.

We drive back to camp, the mood amongst the entire group somewhat more relaxed and carefree. Bob got what he came for, job done, season over.

Check out 4x4 Culture Issue 55 for Part II where Jessica, Glenn and Mike explore more of Karl's epic hunting set-up and continue their unforgettable outback experience.



They learn the patterns of the bulls' movements and always have conservation of the population in mind.



(from left to right) Richie, Pete, Emma, Karl and Mangels





KARL'S RIG

With the help of 4WD customisation master Brett Sposito at ARB HQ and the legends at Yarra Valley Toyota, Croydon VIC, Karl set his rig up as the ultimate luxury outback truck. Here is a detailed list of what makes his Cruiser one of the most formidable on our Aussie roads:

- ARB winch bar
- ARB side rails and steps
- ARB under vehicle protection
- ARB recovery point
- Warn Zeon Platinum winch
- OME BP-51 suspension system
- 2 x ARB Intensity light bars
- 2 x ARB Intensity AR32 driving lights
- 7 x Bushranger light bars
- 2 x Rhino pioneer racks
- Safari Snorkel
- LINX vehicle accessory interface
- Trig Point customised canopy
- Marks 4WD Adaptors Portal Axle Kit
- Crocodile skin headlining and door lining
- Italian ostrich leather seats

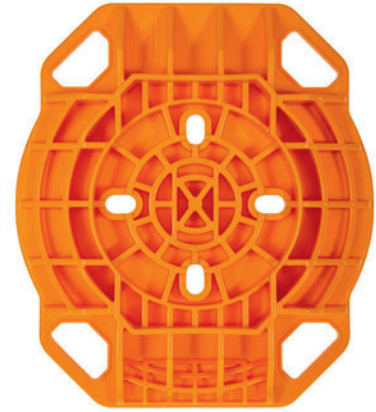


BACK TO BASE





ARB has developed a new multi-purpose Jack Base designed to work in tandem with ARB's Jack, as well as standard and X-treme versions of the Hi-Lift jack, that alleviates sinkage on soft ground for safer use.



Manufactured in Australia from super tough high-density polyethylene, the new Jack Base has a rated load capacity of 7,000kg (15,400lb) and is finished in a high visibility safety orange.

The Jack Base is designed specifically to work in tandem with ARB's Jack and is also compatible with Hi-Lift™ jack models.

"We tested it right up to 16 tonnes and we couldn't break it," says ARB Product Manager Ben Rieson of the new Jack Base. "It passed with flying colours! And it's never going to be used past 16 tonnes... ever!"

The Jack Base has a non-slip textured base on its bottom surface for added grip when jacking in soft and slippery terrain, and the top surface is designed specifically to lock in with Jack's wide rotatable foot. The design of the top surface also holds standard and X-treme Hi-Lift™ jacks in place to offer a secure platform for vehicle recovery situations or when simply jacking a vehicle for other purposes.

"When developing the Jack Base, we thought about how we could design a platform for use not only with various jacks but also for other purposes," adds Ben Rieson. The shape of

the Jack Base, along with its comfortable integrated grab handle, makes it ideally suited to use as a rake when levelling uneven terrain or even as a wheel chock or jockey wheel receiver.

Other features of the Jack Base include convenient leash attachment points for easy retrieval after use as well as several vehicle mounting options.

"The Jack Base features holes for locking pins, so it can be mounted on a TRED Pro mounting kit or on the shaft of a Hi-Lift™ jack with optional mounts," says Ben Rieson. "You can put your ARB TRED Pros on top of your vehicle and then you can mount the Jack Base on top of the ARB TRED Pros – they all stack up and lock through the pins. Alternatively, if you have your ARB TRED Pros mounted to the spare wheel on the back of your vehicle, the Jack Base can be mounted to them using optional TRED Pro extension pins."

The Jack Base is a seriously tough piece of recovery equipment and ARB backs it with a two-year warranty.

Part Number: 10100111
RRP: \$55.00



ARB Jack

When ARB created Jack, it essentially reinvented the mechanical farm jack using state-of-the-art design, engineering and materials.

The mechanical farm jack is a handy device that can be used for many purposes including moving vehicles out of awkward situations, lifting them out of holes to fill in the void beneath the tyres or even as a bead breaker during tyre repairs. But mechanical farm jacks are inherently unstable, so ARB's engineers came up with a better solution in the form of Jack.

ARB's Jack is a long-travel hydraulic jack with an extruded aluminium body and a hardened military grade nitride shaft. It combines the functionality of a mechanical jack with the ease of use and convenience of a hydraulic jack.

Jack has a 2,000kg lifting capacity, which is almost double the safe working load limit

of many mechanical farm jacks. External shelves in Jack's aircraft grade extruded 6061 T6 aluminium body allow the hook to be set at various heights without using up jacking travel, so it can be tailored for use with different vehicles and conditions.

Other features of Jack include a wide rotatable foot that provides a stable base and preferred orientation for use on uneven ground, an ergonomically designed handle that can be operated in confined spaces, overload protection so as not to exceed working load limit, quick and safe lowering in case of unintended side movement and a safety stop on the lowering lever to immediately cease lowering if required.

Jack offers up to 500mm of lifting travel and, weighing in at 10.5kg, it's lighter than traditional mechanical farm jacks. It's also more compact when compressed with a total length of just 890mm.



Toyota Trade Ready



With the arrival of the Toyota HiLux Rogue in early 2018 and the facelift SR and SR5 in August, ARB's team of engineers has been busy developing a new Commercial Bar to suit. While visually the new HiLux looks similar to previous models, small changes in the front of the vehicle have required plenty of new development in the design of the bull bar. Our products are always created for vehicle-specific application and the new HiLux range was no exception.

Changes to the grille and bumper assembly have required a new top pan to be developed to ensure clearance for chassis-to-body movement. Whilst retaining the necessary access points for the winch, the surface area of the top pan has been reduced and

to ensure strength, the engineers have increased this material to three millimetres thick.

The Commercial bar is a combination style bar so will fit both winch and non-winch applications. For customers looking to fit a winch, the Commercial bar accommodates low-mount model electric winches up to 10,000lb.

The Commercial bar is designed with twin jacking points located in the lower pan and two aerial brackets on the top of the centre tube. The bar includes ARB LED indicator and clearance lights with the provision for optional ARB fog lights.

Finished in a satin black powder coat, with the option to colour-code, the ARB Commercial bar provides considerable frontal protection whilst achieving cost savings through simplified manufacturing processes.

Part Number: 3414640

Contact your local ARB store or stockist for more information.

BY TRIP IN A VAN

THE LAT-LONG OF IT

-25.236984,
153.138603





REGION:

FRASER ISLAND

TRACK GRADE: Easy through to difficult

SEASON: All year round

DESTINATION: A tour of the hotspots

POPULAR FOR: 4WDing, fishing, camping, family holidays, backpackers and adventure tours

PERMITS NEEDED: Vehicle permit and camping permits (obtained from Queensland Parks and Wildlife Service (QPWS))



The world's largest sand island off the coast of Hervey Bay, Queensland, has absolutely everything you could want for an adventure holiday with your mates, your missus or your family. There are 4WD tracks, beach driving and spectacular freshwater lakes that will blow your mind. The fishing is off the hook and there are so many accommodation options to choose from with houses for rent, resorts to indulge in and campsites galore scattered around the island.

The Lat-Long of it

THE TRACKS

EASY:

If you do your research and drive the beach at low tide, it's pretty much a sandy highway with a speed limit of 80km per hour and it's a very easy drive even for the most novice of 4WDers. Just watch out for the freshwater creeks that run into the ocean as they can cause washouts in the beach and it can be hard to see as you're cruising the beach.

INTERMEDIATE:

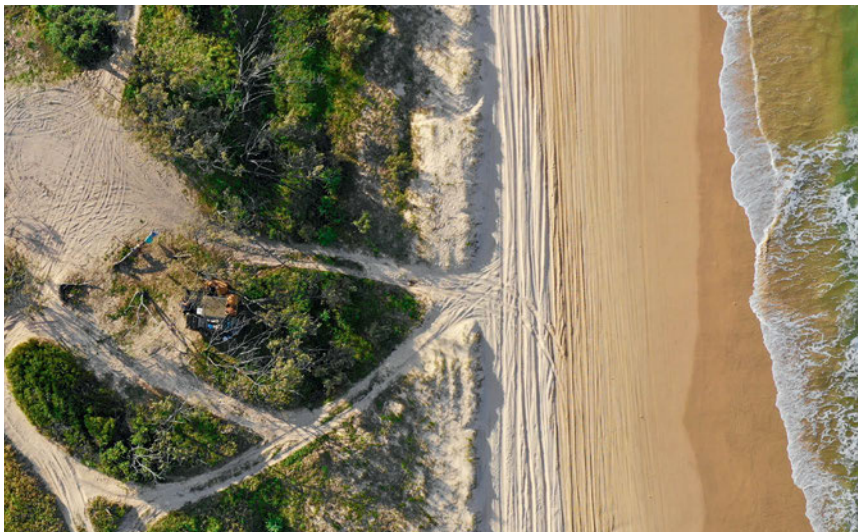
If you tackle the beach at high tide, things can get a bit tougher. The sand can be very soft, deep and chopped up by a lot of vehicle traffic. With your tyre pressures dropped and some basic recovery gear like Tred Pros and a snatch strap, you should be fine.

DIFFICULT:

If you're after a challenge and wish to get to some of the more remote spots around Fraser Island, then there are a few tracks that will challenge your skills. The bypass track around Ngkala Rocks can be a bit gnarly. It's a mix of soft sand and rutted coffee rock that will get your coils flexing and a bit of wheels-up action.



The Lat-Long of it



CAMPING

You really are spoilt for choice with accommodation options over here. If you're not set up for self-sufficient camping, you can always stay at one of the two resorts on the island located at Kingfisher Bay and Eurong Beach. You can also hire private houses and units at a range of different locations around the island.

For campers, the hardest part is deciding on which zone to camp in. Grab yourself a map, pick a spot and you can book online through the GPWS website.

OUR CAMPSITE PICKS

Marloo Bay
Sandy Cape
Awinya Creek
Eurong Beach Resort

ICONIC FRASER ISLAND HOTSPOTS

Eli Creek
Lake McKenzie
Champagne Pools
SS Maheno shipwreck
Sandy Cape

HOW TO GET THERE

Fraser Island is located off the coast of Hervey Bay, which is around 280 kilometres north of Brisbane, Queensland.

To get your vehicle over to Fraser, you will need to put it on the Manta Ray Barge from Inskip Point or the Fraser Island Ferry from River Heads in Hervey Bay. If you're heading over in peak holiday season, then it's a good idea to book your ferry and prepay your camping fees so you don't miss out.

FISHING

Known as one of the best fishing locations around Oz, Fraser Island is the perfect place for everyone from the kids to even the most serious fisho! On the eastern side of the island, just find a nice deep gutter as you're driving along the beach and you'll have a good chance of hooking a dart, whiting, flathead or tailor. On the western side, there are a few creeks to try your luck in and it's also a more protected option if the weather is a bit wild on the surf side.

SUGGESTED ROUTE

If it's your first time to the island, you will want to explore as much as you can and see everything, right? I know we did, which is why we swagged our way around the island in a bit of a loop. Remember, Fraser is the world's largest sand island, which means just a day trip over can be pretty full on!

If you don't want to spend hours on end doing return trips along the same stretch of beach, it's best to plan a few campsites up the east coast to Sandy Cape and then a few spots on the west coast on your way back down.

ARB Awning & Light Kit

BRIGHT IDEA





Shade when it's sunny and light when it gets dark. ARB's new awning and light kit gives you the best of both worlds.

Just like at home, good quality lighting is in the ceiling and not the walls, ensuring the area is well lit from above and not in your eyes. The ARB awning and light kit incorporates an aluminium extruded LED light strip in the awning roof, giving you bright light when the sun goes down.

The slim dimension and clever location of the light strip simplifies pack-up. The light doesn't need to be removed and can be rolled up with the awning, keeping everything together for your next adventure.

The LED chips utilised in the light strip handle more heat than a standard strip light and are attached to an aluminium track for heat dissipation and sealed in a watertight resin.

The awning light provides up to 1,200 lumens with a choice of either cool white or amber colour mode and is dimmable via a waterproof digital dimmer switch. Amber mode provides low bug attractant qualities and a comfortable late-night soft lighting with a current draw of one amp per hour.

Powered by a fused cigarette lighter plug, the awning light comes with four additional metres of insulated waterproof cable and connectors, meaning it can be mounted to either side of your vehicle. Included in the kit is a handy storage bag for your cables when the awning is packed up and the light is not in use.

ARB Awning

Easy to mount and operate, the ARB retractable awnings fit onto the side of most roof racks or roof bars and store neatly in a PVC bag or sturdy aluminium case for immediate use on arrival.

Specifically designed for harsh off road conditions and coming complete with hardware and comprehensive instructions, each awning is rugged yet lightweight and will provide fast, convenient shade and protection from the elements.

Features:

- 300gsm awning roof material – heavy-duty, treated to be mould proof and one of the highest UV protection ratings in its class
- 1,000mm waterproof rating
- 25mm aluminium poles and arms at 1.2mm wall thickness for superior strength
- 1,000D PVC carry bag
- Welded and heat-taped seams
- Light with dimmer

AWNING AND LIGHT KIT – 2,500mm x 2,500mm

Part Number: 814400

RRP: \$379.00

AWNING AND LIGHT KIT – 2,000mm x 2,500mm

Part Number: 814401

RRP: \$359.00

ALUMINIUM CASE AWNING AND LIGHT KIT – 2,500mm x 2,500mm

Part Number: 814402

RRP: \$589.00

Jimny Lands Down Under

One of the most hotly anticipated new 4x4 vehicle launches of the year, the new Suzuki Jimny, has finally landed in Australia and fans of the pint-sized off roader won't be disappointed.

The new Jimny is offered in one trim level at \$23,990 for the five-speed manual variant and \$25,990 for the four-speed auto.

The Jimny stays true to its roots, retaining an old-school separate body-on-chassis architecture and live axles front and rear with coil springs. It also sticks with a familiar four-cylinder petrol engine, although capacity is up to 1.5 litres from the previous generation's 1.3 litres.

While peak power and torque outputs are modest – the 1.5-litre engine claims 75kW of power at 6,000rpm and 130Nm of torque at 4,000rpm – the Jimny only weighs 1,075kg (+15kg in auto guise), so on road performance should be better than you'd expect.

Both manual and automatic variants feature a part-time 4WD system with a two-speed transfer case, which Suzuki now calls Allgrip Pro 4WD. In 2H, drive is directed to the rear wheels while 4H can be selected on the fly at speeds of up to 100km/h. The Jimny must be stationary to select 4L.





Thanks to its low-range gearing and traction control system, the Jimny offers genuine off road capability



ARB vehicle shown with prototype ARB bull bar - contact your local store for more information

Suzuki Jimny



Thanks to its low-range gearing and traction control system, the Jimny offers genuine off road capability. And as you'd expect of a vehicle with such short overhangs, approach and departure angles are impressive at 37° and 49° respectively, while ramp-over angle is 28° and there's a handy 210mm of ground clearance with the standard suspension and 195/80R15 tyres fitted. Other off road armament includes Hill Descent Control and Hill Hold Control.

Suzuki has beefed up the Jimny's chassis, adding two extra cross members and a central "X" member, which results in greater torsional rigidity for better off road performance and improved safety.

The new Jimny comes standard with active safety features including lane departure warning, six airbags, high beam assist, Electronic Stability Control (ESC), reversing camera and LED headlights.

There's no doubt that the new Jimny is still an exceptionally small vehicle, with a 2,250mm wheelbase, an overall length of just 3,645mm, a width of 1,645mm and a height of 1,705mm, but the cabin is larger compared with the previous model, now boasting a modest 377 litres of cargo space with the rear seats folded down (up by 53 litres).

Standard equipment on the new Jimny includes climate control air conditioning, cruise control, a seven-inch multimedia system with satnav, Apple CarPlay/Android Auto and Bluetooth connectivity, and privacy glass.

The new Jimny has a combined fuel consumption figure of 6.8L/100k, which gives a safe touring range of around 550km from the standard 40-litre fuel tank.

ARB EQUIPMENT

Suzuki enlisted the help of ARB to produce a static display of a kitted-out Jimny called "Project JBOX" for the Australian media launch of the vehicle. Project JBOX offers a glimpse of the accessories ARB is working on for Jimny and for display purposes it was fitted with an ARB bull bar, Warn 8,000lb winch, ARB rock sliders, ARB roof rack, OME suspension and 235/75R15 BF Goodrich All-Terrain KO2 tyres.

While ARB has been hard at work fitting these accessories to Project JBOX, the engineering teams still have plenty of development work ahead of them to develop a complete range of accessories to suit the new 2019 Suzuki Jimny.



Suzuki 'Project JBOX' vehicle shown with prototype products

Suzuki Jimny

“The bull bar fitted to Project JBOX is essentially a small version of a Summit bar,” explains ARB Product Manager Steve Sampson. “The vehicle only arrived at ARB a week or so prior to Christmas so the bull bar was probably put together in two weeks.”

“It has a lot of the Summit bar features like the grille and the split pan, but it doesn’t have the buffers because there’s not the physical space to fit them in there. The cover straps and tube work are based on the Summit bar, but we’ve had to take out some features because they don’t work on this particular vehicle.

“It’s got a recessed winch control mount for an 8,000lb Warn winch, which is plenty of capacity as the vehicle weighs next to nothing,” continues Steve.

ARB also fitted a set of rock sliders to Project JBOX as well as an existing roof rack. “It’s a standard rack and standard foot kit, but we’re going to develop a model-specific foot kit.”



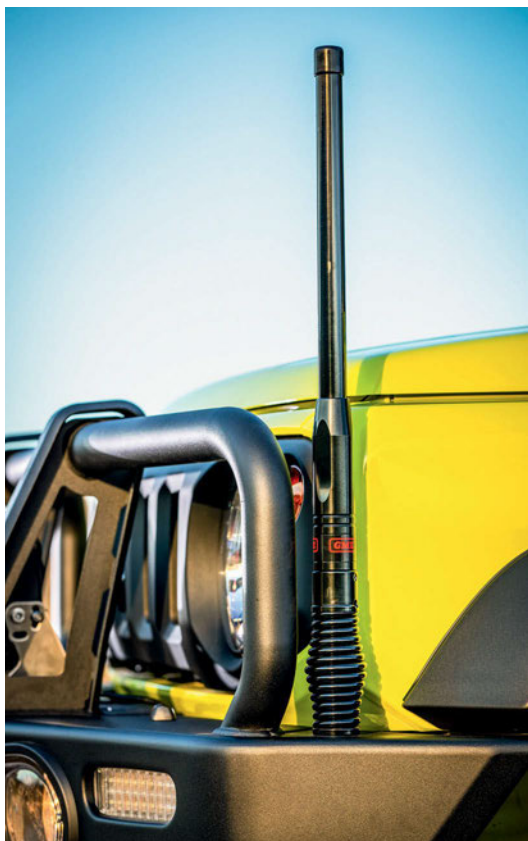
The OME suspension system fitted to Project JBOX will also undergo much more development work before it’s released to the public.

“From a suspension point of view, we built a vehicle to be put on static display for Suzuki,” explains OME Lead Engineer Stuart Fooks. “This used off-the-shelf springs and shock absorbers that achieved the ride height targets we were looking for but, at this stage, we still haven’t driven the vehicle.”

“While the current springs and shock absorbers fit, our intention is to develop a new suspension system for the 2019 Jimny,” continues Stuart. “To do this, we need to refine damper lengths and look at the amount of travel we can get out of the vehicle, and the amount of lift, and we need to consider castor correction, brake line lengths and various other factors.

“While the existing suspension components physically fit the new vehicle, what we’d like to do is develop some new dampers using our standard Nitrocharger Sport architecture, which has a 35mm piston and shock bore.”

You can keep an eye out on for upcoming Suzuki Jimny accessories on the ARB website, ARB Facebook page and upcoming issues of 4x4 Culture.



Suzuki Jimny



ARB vehicle shown with prototype ARB bull bar - contact your local store for more information

WA Travel

THE KIMBERLEY BIG WET

Words and Photography by Steve Fraser

Lake Argyle



The Kimberley is a long way from anywhere else in Australia. And when it rains, it really rains. Some parts of the Kimberley enjoy more than 1,200mm of rain annually. In summer, it's bloody hot and sticky; just about everything that crawls and swims can kill you and once you head off the main roads, you'd better be self-sufficient because it gets rough, seriously rough and help can be days away.


That being said, there is a reason it's one of the most incredible regions in Australia. Iconic locations like Mitchell Plateau, Kalumburu, Pentecost River, El Questro, the Bungle Bungles and the Gibb River Road are just a few. I've been to the region a number of times over the years and, like the majority of people, my experiences have always been in the dry season. But not this time.

BY AIR OR BY LAND?

I decided to photograph the beauty of the area when it's at its magnificent best in the heart of the big wet. This means late February and early March. Given the heat and the amount of rainfall, this adds a few challenges. The first one is that a lot of the 4WD tracks are flooded so access is very limited. But we have a mate, Paul, who lives in the region and owns a helicopter, which he likes to remind me is the ultimate 4WD.

The plan was to fly from Perth to Kununurra, hire a decent 4WD to get to as many remote spots as possible and then, when the road turned to a river, get the helicopter to do the hard yards. My good mate and number one photographic assistant, Mark, joined me again on this trip. He's always great company and you don't want to be out the back of the Kimberley on your own, just in case it turns pear-shaped.

The first thing that hits you when you arrive in Kununurra is the heat and humidity. It's a touch over 40°C and about 99 per cent humidity – it was going to be a sticky week. Let me tell you, they breed the locals tough up here. Living in these conditions is not easy. I was pleased to discover the hire vehicle was a mine spec Prado – it's always nice to get a proper 4WD with air conditioning. I know I'm getting soft.



**WHEN THE FIRST
LIGHT HITS THE
MOUNTAIN RANGES,
THERE IS NOWHERE
ON EARTH LIKE IT.
IT'S A SIGHT YOU
WILL NEVER FORGET.**



SOARING ABOVE GOD'S COUNTRY

The next morning, it was a 5.00am start straight out to my friend Paul's farm. Just as the sun hit the horizon, we pulled the helicopter out of the shed and we were ready for lift-off. I love photographing out of helicopters and part of this love is seeing the world from a different angle. The other part is the adrenalin rush of having the doors off, harnessed up with the wind in your hair.

I forgot to mention to Mark (who'd never been up in a helicopter before) that I always like to have the doors removed. It's much better for getting great shots but not so good for

a first-timer. He handled it like a pro though and was soon smiling from ear to ear as we approached the Cockburn Ranges.

This truly is God's own country. When the first light hits the mountain ranges, there is nowhere on earth like it. It's a sight you will never forget. Those red colours can only be found in Oz and, added to the rugged landscape, all I can say is, "Welcome to the Kimberley."

After a few photos of the ranges and a bit of reconnaissance of the local tracks, it was obvious that we weren't going to get too far in the Prado. Just about every creek and river was in flood. It's fair to say it had been a great wet season.

We pointed the helicopter north towards Wyndham and the tidal mudflats. We timed it just right; it was low tide and the incredible patterns formed by the giant tides made for the perfect photograph. From above, the mud textures looked much more like tree roots than a tidal plain.

A couple of hours later, we were back on the ground, pumped from an incredible morning. It was time to come up with a plan for the next week or so. It was obvious that it was almost impossible to get to the best spots this time of year by 4WD, so I teed up with Paul to take the helicopter up every day.



Pentacost storm



Bungles Bungles

GIBB RIVER ROAD

Later that day, we loaded up the Prado and Mark and I headed out on the Gibb River Road. I hoped we could make it all the way to the Pentecost River crossing for sunset. In the dry, this is the easiest part of the Gibb River Road but nothing is easy up here when it's flooded.

We encountered a few river crossings and a couple of large washed out sections of road but nothing too challenging. It wasn't long before we approached the ranges at the turn-off to El Questro, which is closed during the wet season. If you are planning a trip during the wet, make sure you do your homework.

We arrived at the Pentecost River crossing with plenty of time to spare. The river was about as swollen as it gets and no one was getting across unless they had a boat. A flat top tow truck with a Nissan Patrol on the back of it was on the far side of the river. I reckon he was in for a seriously long wait and a very expensive tow. (As it turned out, I came back a week later and he was still sitting there waiting for the river to go down – ouch!)

Time seems to stand still in the Kimberley. There is no wi-fi or phone signal in many parts of the region. (I carry a sat phone for emergencies.) My only constraints are being at locations for sunrise and sunset shots. I love the feeling of getting away from it all. Up in the Kimberley, it's simply about enjoying the timelessness of this ancient land.

Mark decided it was the perfect opportunity to drop a line in and see what was biting. I found a rocky single track that follows a ridge line and decided this could lead to the perfect location for a sunset shot (plus, it was a chance to try out the Prado). After a few kilometres of rocky climbing and descending, which the Prado ate with ease, I had my location. I set up the camera gear and waited. An hour later, the Kimberley turned on a show to remember. A late afternoon thunderstorm started to roll in around sunset and, for about fifteen minutes, the planets aligned. The setting sun danced on the pouring rain to create a pretty special moment.

Mark didn't get a bite so we packed up and headed back to camp – spam for dinner again!

***I RECKON HE
WAS IN FOR
A SERIOUSLY
LONG WAIT
AND A VERY
EXPENSIVE TOW.***



King River Wyndam



Napp Springs

RISKING LIFE AND LIMB

The next day, we got a very early start and drove up to Wyndham for sunrise. The destination was the well-known Five Rivers Lookout. At 330 metres above sea level, you get an incredible view of the King, Ord, Durack, Forrest and Pentecost Rivers as they flow into Cambridge Gulf. It's a really great way to welcome a new day, although I will say it's a tough spot to photograph. The sheer vastness of the location makes it a challenge. After a quick breakfast in Wyndham, we headed back to Kununurra and it was time to take to the skies again.

I had my heart set on getting into some of the narrow gorges and getting a few unique images, so Paul's flying skills would be tested. It didn't take long to locate a couple

of remote gorges that were just what I had in mind.

When we did a flyover before the first pass into the gorge, it felt like you could reach out and touch the ancient red rock walls. We were just above the tree canopy, perfect for photography but tough on the chopper. It was around 44°C and hovering in these conditions sent the chopper motor towards the red zone. It was time to land and give the helicopter, and the pilot, a rest.

Mark's enthusiasm seemed to have subsided a little since the first day as we squeezed between a few trees and landed near a river bed. It was at that point that Paul mentioned that was about as tight as he had ever flown – some days it's just good to be alive.

LOVELY LAKES

We decided that for the rest of the week it was best to get the chopper up first thing in the morning when it was cooler and head out in the 4WD later in the day. So, the next morning, we fired up the chopper at sunrise and headed for Lake Argyle.

Lake Argyle, a man-made lake that opened in 1971, is often described as the jewel of the Kimberley. During the nineties, the wall was raised six metres, doubling its capacity. The lake is just over a thousand square kilometres in area. Whether you visit by car or are lucky enough to fly over it, the lake is an incredible sight. The crystal blue expanse of fresh water contrasts with the outback red hues of the land surrounding it. At first light, it was stunning and it is something I will never forget.

After a spectacular morning photographing from the air, Mark and I decided to head back out in the Prado to experience the lake up close and personal. Like most parts of the Kimberley, you realise how vast this place is. The scale is simply breathtaking. Spending time in cities tends to make me feel a bit claustrophobic. Everything can feel like it's on top of you, so when you head out in the bush, the vast spaces and secluded locations have a way of letting us breathe again and recharge the batteries. I am definitely a country boy at heart.

Mark's fishing efforts hadn't worked out as planned, so we headed for the Pumphouse Restaurant in Kununurra for a feed of barramundi and a catch up with some local friends.

The restaurant was the original Ord Pump Station on the banks of Lake Kununurra. The food is amazing and the added bonus is that you can walk out on the balcony after dinner. A big floodlight highlights about 30 to 40 crocodiles staring back at you – probably not the best spot to go for a swim.

Over dinner, we discussed a couple of secret spots Paul had flown over on previous adventures. We planned to head out into the Northern Territory, then back across the Bungle Bungles exploring some remote areas very few people will ever access.



Kenja Blue



Wyndham Mudflats



**IT WAS AROUND
44°C AND
HOVERING IN THESE
CONDITIONS SENT
THE CHOPPER
MOTOR TOWARDS
THE RED ZONE.**

Pentacost storm

A PHOTOGRAPHER'S DELIGHT

As we crossed the Northern Territory border, the amazing amount of rain was obvious. The bush below was green, the sunrise lit up the valley and, in the eloquent words of John Williamson, it's an almighty sight to see.

We landed near a very remote swimming hole. Reaching the swimming hole involved a climb down a 10-metre rope and a clamber over rocks. The reward is a swim in crystal clear, cool water. The local Aboriginal people have used the swimming hole for centuries, so we treated it with the utmost respect, making sure to leave no trace of our visit.

The next destination, located about 250 kilometres west of Kununurra, was the gorgeous Bungle Bungle Range. The incredible orange and black sandstone domes rise about 300 metres above the landscape and are one of the world's most fascinating geological landmarks.

During the dry season, you can drive into some incredible parts of the region, featuring amazing swimming holes, gorges and incredible chasms. In the wet, all the tracks are closed and the best way to view it is from the air. There are a number of air charter companies that fly over and it's worth splashing out a few bucks and treating yourself.

We spent an hour or so flying over the region and I was in photographic heaven. Every direction you look at is incredible and I'm not sure that it gets much better than this.

After a few more days, a few more trips up in the chopper, and searching out as many back roads as the Prado could access, it was time to head home. Whilst I won't miss the heat, I sure will miss the vast open spaces of the Kimberley.

If you are planning a trip, add a couple of weeks more than you think you will need. It's a long way to travel there and you won't regret spending the extra time in God's own country.

Pressure Check



A Tyre Pressure Monitoring System (TPMS) is a vital safety device, as well as great insurance against damaged tyres, and the new ARB TPMS provides more flexibility and functionality than any other unit on the market.

ARB has developed a new customisable TPMS that features innovative on and off road modes, trailer functionality, a choice of internal or external sensors and compatibility with both a new plug-in display module and the advanced LINX system (to be released later this year*).

There's no doubt that a TPMS is an invaluable addition to any 4WD vehicle, providing critical real-time tyre information to the driver, as well as visual and audio alerts should tyre pressures change or tyre temperature exceed preset levels.

By detecting a problem and alerting you before complete tyre deflation, a TPMS is not only a potential life-saving device but also a money-saving device, as a small leak can be easily repaired but a fully deflated tyre can suffer irreparable damage. In fact, just one tyre saved can equate to the initial purchase price of the TPMS.



Separate Components

While there are many TPMS devices on the market, the new ARB system incorporates several unique features that make it more flexible and easy to use, as well as customisable to suit the specific needs of individual 4WDers.

The ARB TPMS is available with either external sensors or internal sensors and a plug-in display or upcoming LINX compatibility, plus there's an optional repeater available for monitoring more tyres, making the system ideally suited to those who tow a trailer or caravan.

"With the previous generation ARB TPMS, it used to monitor four tyres and that was it, but

the new system monitors up to nine tyres," explains ARB Product Manager Ben Rieson.

The internal sensor kit comes standard with five Schrader™ sensors that are fitted in place of the standard valve stems, allowing monitoring of the four active tyres as well as the vehicle's spare tyre. The external sensor kit comes with four ARB-designed sensors that simply screw on in place of the valve stem's dust caps, so can easily be moved between tyres if the spare needs to be used. As the system features LINX compatibility, the sensors are sold separately to either a LINX communications (COMS) box or a new TPMS display that simply plugs into the vehicle's 12-volt accessory outlet.

"The standard internal sensor kit includes five sensors and the external kit includes four sensors," explains Ben Rieson. "The new system is designed to work with LINX so we've split everything out into separate components; you buy the sensors and then you can either buy the display to go with them or the COMS box for monitoring the tyres via LINX. This means those who already have a LINX in their vehicle can just buy the sensors because they don't need a separate display."



Air Systems TPMS Display

The new TPMS display can monitor up to nine tyres and features on and off road modes, as well as a trailer only mode.

The display, which simply plugs into the vehicle's 12-volt accessory outlet, has both visual and audio alarms to alert the driver to tyre leakage, low and high pressures, high temperatures and low battery voltage. There are user-adjustable ranges that can be set for each axle and the alarm will activate when pressure varies by more than 25 per cent above or below the set pressure. The advantage of being able to set different thresholds per axle is for vehicles that run different pressures front to rear depending on load.

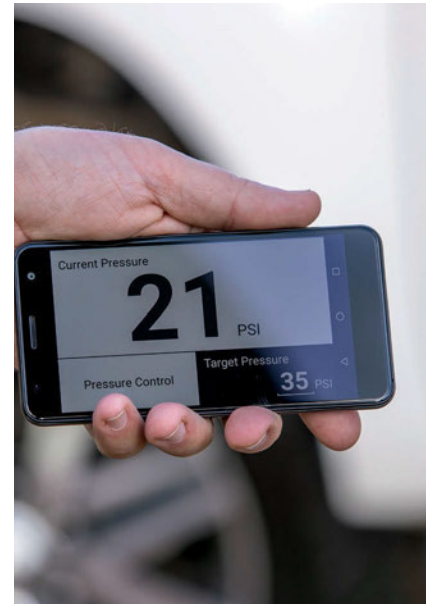
Despite its compact size, the display can monitor more than four tyres simultaneously. "When you're monitoring eight tyres, the display will scroll through them," explains Ben Rieson. "First, it will show the four tyres

on the vehicle and then, when it shows the trailer tyres, it will signal 'Trailer' on the display. Likewise, if it's monitoring a spare tyre, the four tyres in use will show up and then 'Spare' will be highlighted and the display will show the pressure for the spare tyre."

"The new system also has an 'on road' mode and an 'off road' mode," says Ben Rieson. "When you're on road, you have your tyres set to, say, 34psi and then as soon as you hit the beach, what you can do is press a button to change into 'off road' mode, at which point the display goes orange and the system recognises the preset off road tyre pressures. If you do a bit of beach driving, you might have set the off road pressures to 16psi, so just press the button twice to access 'off road' mode and the TPMS will recognise 16psi as being the correct pressure, and then you just keep on driving."

"The 'off road' mode provides obvious time-saving benefits," explains Ben. "With the previous generation TPMS, when you dropped your tyre pressures to drive off road, you had to go in and reset every single tyre threshold to prevent the alarm from going off, which could be very time consuming, especially if you were towing a trailer and you had to adjust the settings for up to eight tyres. With the new one, after you let your tyres down, just double-press to access 'off road' mode and away you go."

"The display has had a fair bit of work done in the back-end to update it, which has made it thicker, so we've added in a welcome additional USB port," adds Ben Rieson. The display can be customised to show pressures and temperatures in the preferred units (psi/bar/C°/F°) and it incorporates two 2.1A USB ports, allowing other devices such as smartphones to be plugged in for charging purposes.



Trailer Tyres

Those who want to monitor trailer tyres, whether using the new display or LINX, can purchase additional internal or external sensors in twin packs, as well as a Trailer Repeater.

“To monitor trailer tyres, you need the optional trailer kit, which comes with a Trailer Repeater that extends the coverage up to 30 metres so you get a stable signal from the trailer wheels to the TPMS display or the LINX COMS box. The repeater is mounted on the trailer’s A-frame and that repeats the signals from the trailer’s tyre sensors to the head unit.”

The Trailer Repeater can be either connected to the vehicle’s power supply with an optional hardwire kit or it can be run on two AA batteries that will provide up to 540

hours of vehicle operation. The repeater also features auto-connect and wake-up, is rated to IP67 for water immersion and dust resistance, and is ‘on road’ and ‘off road’ mode compatible. Importantly, there’s no need to reprogram the TPMS if the trailer is disconnected as the system checks for the presence of the trailer sensors on start-up and will auto-connect on start-up as required.

“There’s also a trailer only mode for vehicles with a factory standard TPMS,” adds Ben Rieson. “If you only want to monitor trailer tyres, you just need the display [or LINX COMS box], the repeater and the required number of trailer sensors, and then it will monitor only the trailer tyres and won’t false alarm because it won’t be trying to locate non-existent vehicle sensors.”

Safe Investment

There’s no doubt that a TPMS is one of the best investments any 4WDer can make, not only as a safety device, but also to help prevent potentially expensive tyre damage. With features such as on and off road modes, trailer only mode, the ability to monitor up to nine tyres with a choice of internal or external sensors, and compatibility with the new TPMS display as well as LINX, the new ARB TPMS is the most effective and customisable device of its type on the market.

*Compatibility with the ARB LINX system will be available from mid-2019.

Within Range



Heading into the touring season, many 4WD adventurers will be poring over maps, carefully planning their routes and calculating distances between fuel stops. In many cases, these distances will exceed the vehicle's safe touring range, especially if fully laden, towing a trailer and/or driving in difficult off road terrain. The only solution to this dilemma is to carry extra fuel.

If you think you'll only be a few kilometres shy of making the distance between fuel stops, you could always pack a jerry can or two, but you'll have to find somewhere safe to store them, which can eat into valuable cargo space. In the case of 4x4 wagons, jerry cans need to be carried on the rear of the vehicle or up on the roof, and when full they are heavy and not easy to handle. For those who drive 4x4 utes, jerry cans can be carried in the tub but they need to be kept well away from potential ignition sources, such as electrical equipment including portable fridges. Manual handling of fuel in jerry cans can also be a messy and potentially dangerous procedure, and can result in fuel contamination in dusty and/or wet conditions.

The best (and safest) way to extend the touring range of your vehicle is to replace the inadequate original equipment fuel tank with a larger capacity long-range tank. This solution not only results in vastly improved touring range but it also eliminates the need to manually handle fuel and it ensures extra fuel is carried down low in the vehicle where its weight won't have a negative effect on vehicle handling.





"One-piece construction means there are no welds or seams, resulting in exceptional strength."



ARB FRONTIER TANKS

Since introducing them in 2015, ARB has expanded the range of Frontier Diesel fuel tanks to now include some 18 models of 4x4 wagons and utes, with fuel capacities ranging from 112 litres to 180 litres depending on vehicle application.

ARB Frontier fuel tanks are manufactured from a durable roto-moulded cross-linked polymer that's lighter than steel but is tough enough to handle impacts without damage. This construction method allows for a single-piece construction that's configured to the shape of the underside of specific vehicle models, so designers can create intricate shapes to maximise fuel capacity.

Frontier tanks are fitted using existing vehicle mounting points and they utilise a non-rigid mounting system that allows for movement of the tank within the vehicle's chassis. Furthermore, one-piece construction means there are no welds or seams, resulting in exceptional strength. Other features include a CNC-machined metal plate that accommodates a positive fitment of the fuel pump module and, in most applications, the vehicle's OE fuel pump module is retained. There's also a fully machined filler neck and a breather with one-way valve to prevent fuel leakage in the event of a vehicle rollover.

RANGE INCREASE

So just how much more range can you expect to achieve by fitting a Frontier tank? In the case of the Isuzu MU-X, for example, fitting a 112-litre Frontier tank provides an increased capacity of 47 litres over the standard 65-litre fuel tank, which in turn increases the vehicle's touring range from around 800km up to more than 1,400km (based on MU-X's ADR combined fuel consumption figure of 7.9L/100km).

In the case of a current model Toyota HiLux, fitment of a Frontier tank increases fuel capacity from 80 litres to a whopping 140 litres, potentially increasing touring range from just over 900km to more than 1,600km (based on HiLux dual-cab 4x4 auto's ADR combined fuel consumption figure of 8.5L/100km).

Increased range as outlined above makes many of Australia's most iconic off road adventures achievable without the need to carry extra jerry cans.

Of course, there are other advantages to fitting a long-range fuel tank, including the need for fewer fuel stops and increased ability to pick and choose when and where to fill up, such as when the fuel price cycle is at its lowest.



Increased range...
makes many of
Australia's most iconic
off road adventures
achievable without
the need to carry
extra jerry cans.



 **WELCOME**
TO THE
NORTHERN
TERRITORY
FREE BY
#NTAUSTRALIA



The Savannah Way Part II



Words and Photography
by Justin Lorrimer – Trip in a Van



**We continue Trip in a Van's epic
adventure through the Savannah Way
where things start to get rough!**

Normanton to Leichardt Falls

So this is where we reckon the real Savannah Way starts. The dirt!

From Normanton, you take the turn-off towards Burketown and things really start to get remote. The first thing you'll hit will be the Burke & Wills monument to gain some history about these explorers from the early days. It's amazing what they achieved with such limited resources.

We were headed for a free camp that we'd heard a lot about called Leichardt Falls. A gorgeous free camp set on a clifftop overlooking the Leichardt River. There was no water running over the falls while we were there but it's a beautiful and atmospheric setting with magical lagoon views. We chilled here for the afternoon and soaked up yet another magical sunset in front of the campfire.



Burketown – the Barramundi Capital of Australia!

We cruised into Burketown and hit up the bakery to grab ourselves a coffee. It's also worth checking out the Burketown Road Kill Butcher to grab some great T-bones. We bought a few, which we chucked on the Ziggy later that arvo. Delicious!

We decided to head out to the Albert River free camp, which is about 20 minutes out of town. After driving through a small gate on the left, we were on nothing but mud flats! It's a bit nerve-racking towing a 2.8-tonne van across tidal mudflats, but we drove for around

eight kilometres to get to our campsite and only crossed one boggy patch that took a bit of right boot and low range to get through. There is service out here so you can book your site online at www.burketown.com.au.

It cost us \$35 for the night. This includes your \$25 fishing licence and \$10 for camping. We set up on the bank overlooking the river and Justin got straight into fishing. We cranked up a campfire and watched another amazing sunset. We really were being spoilt with these amazing outback sunsets.





IT'S A BIT
NERVE-RACKING
TOWING A
2.8-TONNE VAN
ACROSS TIDAL
MUDFLATS



Driving Through the Gates of Hell

The drive from Burketown to Hells Gate Roadhouse is a sealed road all the way. Woohoo! When we arrived, we were surprised to see so much grass. There's plenty of room to camp out the back. They also have a cafe, but maybe give the coffee a miss! It's only a pod machine with long-life milk and they charge \$5! Yuck!

We parked up in the unpowered section for \$26 (kids free). It's a nice stop with plenty of other travellers passing through. The bar does a happy hour of an afternoon and the mechanic, Timmy, does a fire twirling show at night.

If you're keen to push on, there is a good free camp called Hahn Creek Billabong only 25 kilometres further down the road.

Hitting the Rough Stuff

Once we left Hells Gate, it was a 320-kilometre test of our corrugation endurance! The stretch of dirt road hit us with some wicked rough stuff and we really started to question our decision to tow the van along this section of road. The rough stuff continued relentlessly and in some parts we were down to just 10km/h.

We made it to the border, crossing into the Northern Territory, and eventually the road eased up just a bit. We had our tyres down all round to 26psi and were managing well doing about 80km/h. There are a few free camps along this stretch but we decided to smash out the rough stuff and make it through to Borroloola.

Driving into the town of Borroloola is certainly nothing spectacular but you will definitely be happy to see some black top, even if it's only for a few kilometres.

The caravan and Mazda BT-50 performed awesomely and we didn't have any issues other than a bit of dust through some vents in the van.

We stayed at the caravan park here at the Loola, in the unpowered section for \$25. You'll probably be needing to stock up on a few supplies by now, so head to the Malandari Store for some groceries. Be prepared for some outrageous prices but this is your last chance before Lorella Springs to stock up.

There are very limited supplies at Lorella Springs and what they do have is 10 times more expensive than Borroloola so load up!

THE ROUGH STUFF
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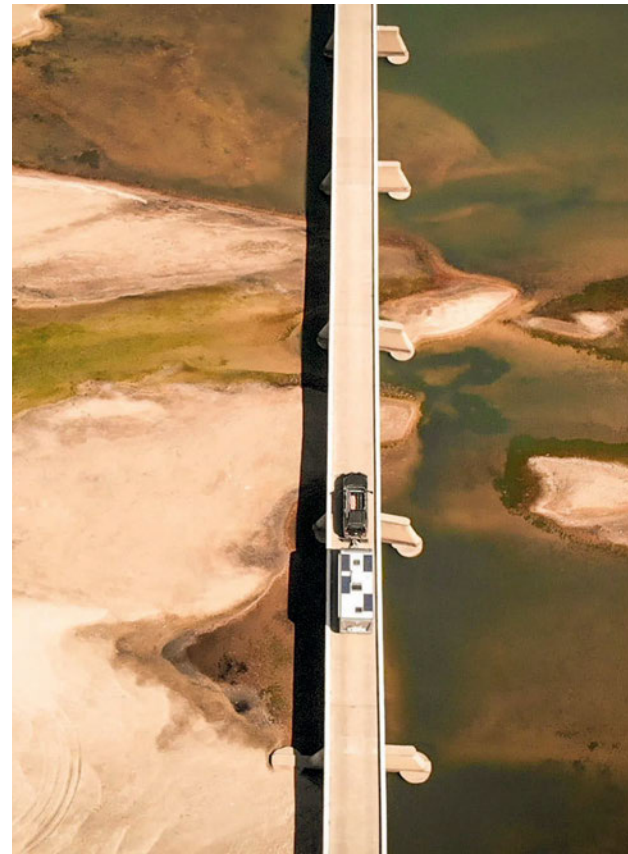


Top End Fishing Heaven

King Ash Bay was our next stop, a fishing village and caravan park that gets overrun with a plague of the silver-haired generation at this time of year... (just joking, oldies). The trek out here from Borroloola is mostly bitumen except for the last 30 kilometres, which is pretty corrugated. However, a grader does maintain this road at times so you might get lucky and have a smooth run in. Compared to the rough stuff from Hells Gate though, this road is bliss!

There is plenty of riverside camping at King Ash Bay and powered sites are also available. There are some great facilities with happy hour and a good feed on offer at Groper's Bar & Grill. There's also a terrific boat ramp for those lucky enough to have a boat and plenty of people around to have a beer with!

We camped in the unpowered section for \$22.50 and kids under 14 are free.





Get Lost

On the way into Lorella, we were checking our trusty WikiCamps app to see what else was around and we saw there were a heap of good National Park sites between the turn-off to Lorella Springs and Roper Bar in the Limmen National Park. So as a last minute decision, we decided to go and check one out! The first camp was only 12 kilometres from the turn-off to Lorella and it's a deadset pearler! The Southern Lost City has striking sandstone formations that are definitely a sight to see. There are fire pits, spacious areas to pull up in, picnic tables, toilets and a beautiful sunset as always!

The campground is superbly maintained and cheap as chips at \$7.70 for the family.

Pull on your runners or hiking boots (or thongs if you're like Justin) and take the walk around the Southern Lost City. The walk only takes around an hour and is well worth it! It's an easy walk through tall, beautiful pillars with a lookout at the halfway point, giving you a great view of the landscape that surrounds you. It's pretty epic!

From here, you have a few choices. You can head into Lorella Springs and have an amazing experience exploring or you can keep heading west through Roper Bar and then onto Mataranka and beyond.

That's the end of the Savannah Way for now. Next time, we'll bring you back from the west to meet up where we left off at Lorella Springs.

Cheers and enjoy!



Now that you've made it to Lorella Springs, check out 4x4 Culture Issues 52 and 53 for ARB's two-part feature on this thousand acre paradise.





Revised Ranger

When Ford updated its hugely popular Ranger ute late last year, it not only added the Raptor's 2.0-litre bi-turbo-diesel engine and 10-speed auto to the line-up, but also revised the suspension and introduced class-leading active safety features on higher grade models.

The major OE changes to the Ranger PXIII suspension is the relocation and stiffening of the front anti-roll bar, which Ford says minimises body roll when cornering, and therefore allows for fitment of a softer spring rate for improved ride comfort. As a result, ARB's OME engineers have developed a range of new suspension options to suit the Ranger PXIII.

The Ranger Wildtrak now comes standard with a raft of new safety features and these are also available as part of an optional "Technology Pack" on Ranger XLT. This package includes Inter-Urban Autonomous Emergency Braking (AEB) with Vehicle Detection and Pedestrian Detection, Adaptive Cruise Control with Forward Collision Alert, Lane Keep Assist/ Lane Departure Warning and Traffic Sign Recognition. Revised ARB bull bars have been developed for compatibility with these new active safety features.

With so many changes to the front suspension design, ARB's team of engineers have redesigned the OME Nitrocharger suspension package



OME NITROCHARGER SPORT

In addition to relocating the sway bar on the front end of the Ranger PXIII, Ford also changed the location of the front bump stops, from between the lower control arm and the chassis to the shock absorber itself. This results in more load going through the shock absorber under full compression, so Ford increased the size of the lower bush significantly, as well as the size of the bolt that goes through it.

With so many changes to the front suspension design, ARB's team of engineers have redesigned the OME Nitrocharger suspension package for Ranger PXIII, and they're also close to finalising a new BP-51 package to suit the vehicle.

"We had demand for an OME Nitrocharger suspension product for the Ranger PXIII as soon as it was released, from private and fleet customers, and we have been able to develop a package to suit the vehicle very quickly," says OME Lead Engineer Stuart Fooks. "That meant development of a bigger bush, with a bigger bolt to go through it, and there were also several changes to the damper itself."

"We are able to reuse the OE bump stop," continues Stuart, "which is taken off the OE shock absorber and relocated to the shaft of the OME shock absorber. We have retuned the shock absorber so that its compressed length is around the same as the OE compressed length but in terms of travel, the OME shock is longer, which results in more travel to work as a package with the longer springs and the amount of lift the kit provides. The OME engineers have also refined front spring rates to specifically suit the beefed-up sway bar of the Ranger PXIII.

As with previous OME Ranger suspension systems, a wide range of spring rates are available to perfectly suit vehicles with different front-end loads, such as vehicles with no accessories fitted, vehicles with an alloy bull bar, vehicles with a steel bull bar and vehicles with a bull bar, winch and driving lights.



The Nitrocharger Sport rear suspension package for Ranger PXIII remains unchanged. “We’ve got the same spring and shock absorber options that we had for the Ranger PXII,” says Stuart. There are specific packages designed to suit vehicles that usually carry a load of between 0-300kg, 300kg to 600kg or 600kg and up.

BP-51

As with Nitrocharger Sport development, the OME team has also had to revise the design of BP-51 to suit the Ranger PXIII. “Because the bottom bush is now bigger and the bolt size has gone up to an M20, we’ve increased the size of the spherical bearing in the bottom of the BP-51,” explains Stuart Fooks. “We’ve also developed new spring rates and we’ve had to develop our own bump stop because the BP-51 is supplied as a completely assembled unit.”

Stuart says the OME team has also been investigating a heavier-valved BP-51 option for the rear of the Ranger to suit users who regularly carry a heavy load. “We can fit the same BP-51 as previously developed for Ranger and it offers the full range of adjustment in compression and rebound. We’re also looking at the opportunity to do a heavier-valved BP-51 that still has that adjustment in compression and rebound, but with the valving starting with more damping for those with a GVM upgrade or who are constantly near GVM.”

“While you could achieve the damping required using the adjustment on the existing BP-51, you’d be coming towards the top of the adjustment range with a full load on board. With a bit more piston valving in it, there’s more opportunity for adjustment for those customers who are at the top end of the payload spectrum, especially for customers with a GVM upgrade,” says Stuart.

At the time of writing, BP-51 development for Ranger PXIII was nearly complete, with pre-production processes almost underway and a view to schedule production in April.

As with Nitrocharger Sport development, the OME team has also had to revise the design of BP-51 to suit the Ranger PXIII.





“The location of the radar module meant we had to make quite a few design changes to the bar itself”



SUMMIT BAR AND SUMMIT SAHARA BAR

Many of the new active safety features on Ranger PXIII rely on information provided by a radar module located at the front of the vehicle, so ARB has revised the design of the Summit bar and Summit Sahara bar to ensure compatibility with these new systems.

“The location of the radar module meant we had to make quite a few design changes to the bar itself because the previous Summit bar’s recessed winch control box mount didn’t work with the Ranger’s new centrally mounted radar,” explains ARB Product Manager Steve Sampson.

Unlike the previous Summit and Summit Sahara bars for Ranger, the new PXIII Summit bar no longer has a built-in recessed winch control box mount. Instead, the control box mount is now a separate bolt-in component that is situated slightly higher to allow for compatibility with the OE radar unit.

“The new bolt-in control box mount leaves space for the radar in its central location,” says Steve. “It also means the full range of OE adjustment for the radar is retained... as the stance of the vehicle can change depending on factors such as load on board, suspension fitted and tyre size, sometimes you need to adjust the face of the radar so it’s perpendicular to the ground rather than nose down or nose up.”

As the Summit and Summit Sahara bar control box mounts are now separate bolt-in units, they are now included as part of a winch installation kit.

As well as the new Summit and Summit Sahara bars for Ranger PXIII, Steve Sampson says the Alloy bar to suit the popular Ford workhorse is also under development and will be available soon.

POINT OF PROTECTION

UNDER VEHICLE PROTECTION

Ford's recent facelift to the PXIII Ranger included a number of changes that affected fitment of ARB's Under Vehicle Protection (UVP). Changes to the sway bars and the introduction of Diesel Particulate Filters (DPF) and shielding to the exhaust system required a brand new UVP system to be developed.



TO THE POINT

To provide protection to the vehicle exhaust and DPFs, the panels now span from chassis rail to chassis rail, eliminating the need for a separate DPF shield panel. Additionally, the rear panel of the UVP has been redesigned so that one panel now covers both transmission and transfer case.

Manufactured from laser-cut, pressed and folded three-millimetre steel, ARB's UVP systems are engineered to shield vulnerable under body components from off road debris. The range has been designed with practicality in mind; owners are able to remove the panels prior to vehicle servicing.

ARB's UVP for the Ford Ranger PXIII will fit with or without an ARB bull bar.

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

With Ford's introduction of electronic power steering on the PXIII Ranger, minor changes were required to the top chassis bracket of ARB's Recovery Point to provide necessary clearance. Additional clearance was also required for the larger diameter sway bars now fitted to the PXIII.

The Ranger PXIII Recovery Point is a centrally-mounted design that links the two chassis cross-members together to achieve ARB's eight-tonne rating. With no mounting threads in the chassis, the design utilises weld-nut plates inserted into the chassis cross-members that effectively clamp the chassis, providing strong recovery point attachment.

As with other ARB Recovery Points, a 20-millimetre laminated eye provides the attachment point for a 4.7-tonne bow shackle

with the slotted hole allowing for the bow of the shackle to be passed through and the strap attached via the pin instead of the bow. This allows even distribution of the recovery force through the shackle to avoid side loads on the pin. Side loads on the pin invoke forces that tend to open up the shackle, putting unwanted load on its weakest point, the pin threads.

Although mounted lower than many other ARB Recovery Points, the lower attachment point can be beneficial in pulling the vehicle up and out of (or over) an obstacle rather than dragging the vehicle through, resulting in less damaging force being applied to the steering and suspension components.

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



Easy Does It

The recently released Ford Ranger PXIII and Ranger Raptor have seen the introduction of a factory-fitted tailgate torsion spring that is designed to assist the closing effort of the tailgate. Whilst this addition offers assistance in closing the tailgate, it does not assist in safe and controlled tailgate lowering.

ARB engineers have developed a new ARB Tailgate Assist System Kit to complement the factory torsion spring and provide Ranger PXIII and Raptor owners with easy and safe tailgate opening.

The ARB Tailgate Assist struts have been co-developed with Stabilus, the world-renowned strut manufacturer, and ARB has designed a unique mounting system to ensure longevity. "Tailgates vibrate a lot and tubs move when you're driving in rough conditions, so we've

put these struts through rigorous tests. We're confident in the product and know all the components are going to last," says ARB Product Manager Rhys Brown.

Part Number: 4740050

RRP: \$89.00

Chicken Thigh Spit Roast

There's nothing like a good spit over the campfire. The best part about this recipe is that you can prepare and marinate this at home before you leave and then freeze it. All the hard work is done before you even roll out the swag. We've included two marinade options here depending on your taste (the lemon and garlic marinade is easier if you're making this from scratch whilst already out on the tracks).



Zesty Lime Chicken

Ingredients:

2kg chicken thigh
30g fresh basil
1 tbsp fresh parsley
1 tbsp fresh mint
2 limes (zest only)
¼ cup olive oil
2 cloves garlic, minced
Salt and pepper

To make the marinade:

Blend the herbs, lime zest, olive oil and garlic in a blender or food processor or bash in a pestle and mortar until a smooth paste is formed. Season with salt and pepper to taste.

Lemon & Garlic Chicken

Ingredients:

2kg chicken thighs
¼ cup olive oil
2 tbsp lemon juice
2 tbsp dry thyme
2 tbsp dry oregano
5 cloves garlic, minced
Salt and pepper

To make the marinade:

Whisk the olive oil, lemon juice, herbs and garlic in a bowl and season with salt and pepper to taste.

Method:

Add your choice of marinade to the chicken thighs, ensuring the marinade is well mixed through and massaged into the meat. We usually like to do this in a large zip lock bag. Let the chicken marinate for at least four hours, preferably overnight. Chicken can be frozen at this point for use at a later date.

Prepare your campfire so that it is mostly hot coals. Take the spit attachment and add on the first fork. Skewer each chicken thigh through the middle, turning each piece by 45 degrees to try and ensure an even shape. Add the end fork and compress the chicken stack as tightly as possible to prevent the chicken spit from spinning on the spike. Reserve the leftover marinade for basting.

Place the spit over the hot coals, maintaining a constant heat during cooking. Baste with leftover marinade every 20 minutes or so.

Check the internal temperature of the chicken using a meat thermometer. Once the meat has reached 74°C, remove from the heat, wrap in foil and rest for 10 minutes. This usually takes between an hour and 90 minutes depending on how hot your fire is.

Serve with flatbread, tabouli or just chuck it in a sanga.

Feeds four to six campers (dependent on their hangry levels).

Cookies and Cream Cheesecake Jars



Ingredients:

4 tbsp butter, melted
1 packet choc ripple biscuits
2 blocks cream cheese (room temperature)
¾ cup condensed milk
Pack of Oreo biscuits

Method:

Place the choc ripple biscuits into a large zip lock bag or clean tea towel and crush to a crumb. Mix in the melted butter.

Place the cream cheese and condensed milk in a bowl and whisk until smooth (does take a little elbow grease).

Place the choc biscuit crumb into a jar, mug or bowl and press down to compress to a one-centimetre thick base. The size of your receptacle will determine how many cheesecakes you end up with but we found we made eight small ¾-cup jar cheesecakes from this recipe.

Portion out your cheesecake mixture between your jars and top with crumbled Oreo biscuits.

Place in fridge for two hours, then serve.

Feeds four to eight campers (depending on serving size).

PUSHING THE BOUNDARIES IN YOUR PHOTOGRAPHY

Words and
Photography by
Michael Ellem





Sometimes in life you need to push yourself out of your comfort zone in order to achieve a specific result.

As a photographer, you never really know what requests will be coming up. If a client wants something in particular, you will most likely do everything you can to ensure that they're happy.

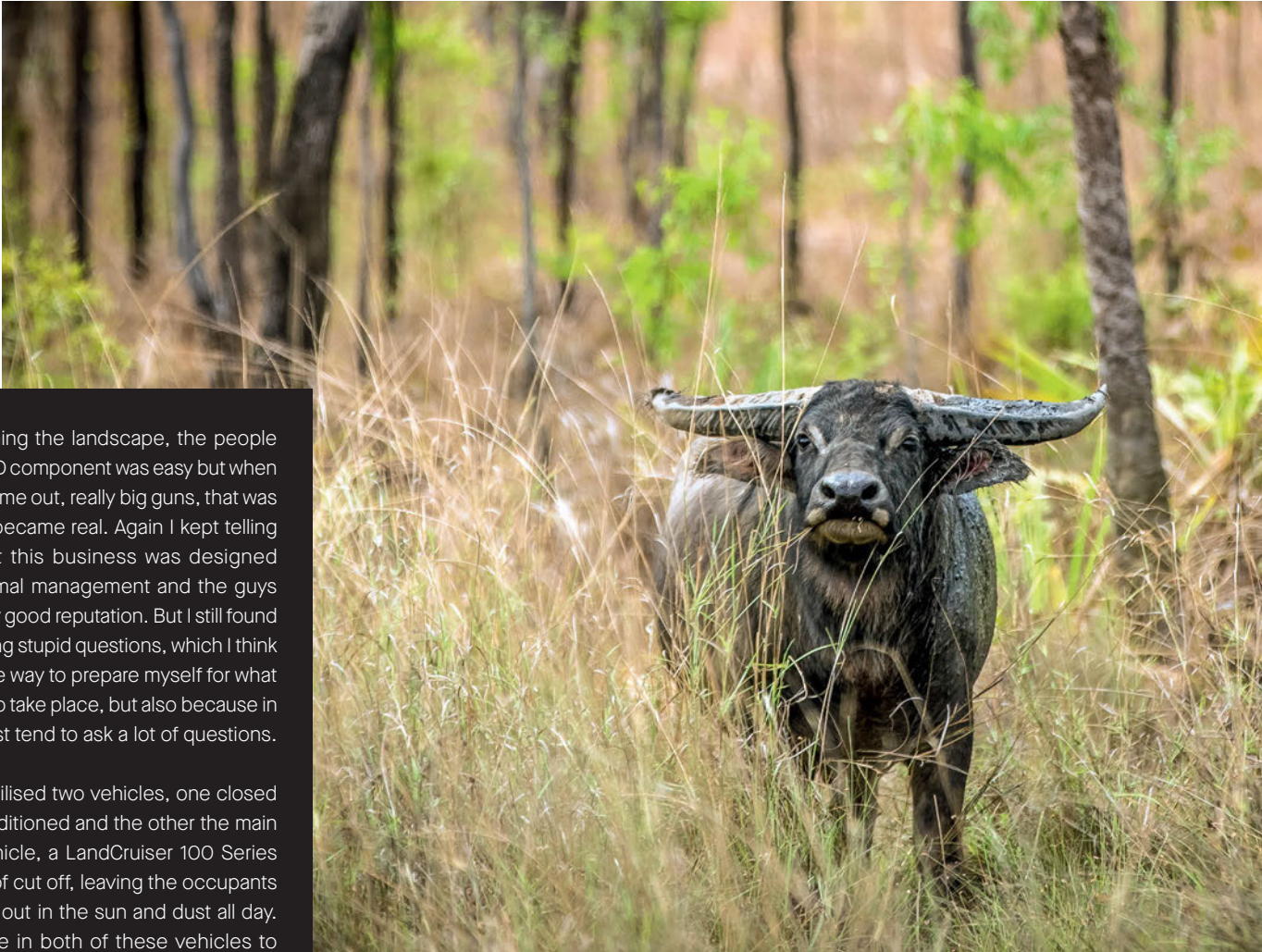
I originally took up photography in my teen years after a hunting experience helped me to make the decision to photograph animals rather than shoot them with a rifle.

That was a long time ago and I now have a better understanding about the requirement for maintaining a balance through animal control. In many areas that we travel, we see the destruction and the devastating effects caused by certain species of wildlife and introduced species that are out of control. It's unbelievable that some of these beautiful animals can cause so much damage.

So, although I would rather "shoot" a great image of an animal through the lens, I do have a respect for the requirements of controlled culling.

This brings me to the day I received a brief that brought me back to that prominent teen experience. I would be required to photograph the story of a real hunt in the Northern Territory.

For some people, this would be no problem. For me, however, it would be time to take a walk through the timeline of a complete hunt. I knew this would test my mental state for sure.

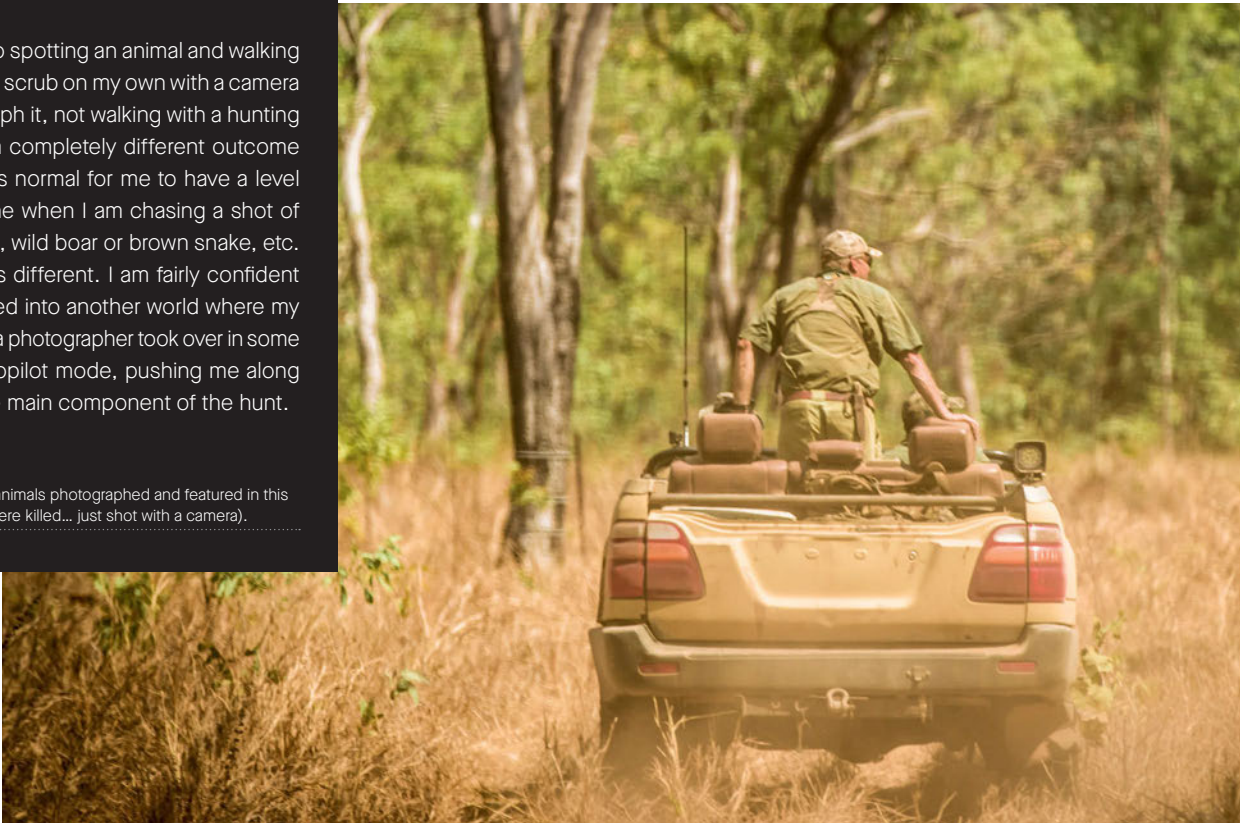


Photographing the landscape, the people and the 4WD component was easy but when the guns came out, really big guns, that was when it all became real. Again I kept telling myself that this business was designed around animal management and the guys have a really good reputation. But I still found myself asking stupid questions, which I think was in some way to prepare myself for what was going to take place, but also because in general I just tend to ask a lot of questions.

The hunt utilised two vehicles, one closed and air-conditioned and the other the main hunting vehicle, a LandCruiser 100 Series with the roof cut off, leaving the occupants completely out in the sun and dust all day. I spent time in both of these vehicles to capture the appropriate shots on the hunt.

I am used to spotting an animal and walking through the scrub on my own with a camera to photograph it, not walking with a hunting party with a completely different outcome in mind. It is normal for me to have a level of adrenaline when I am chasing a shot of a scrub bull, wild boar or brown snake, etc. but this was different. I am fairly confident that I entered into another world where my instincts as a photographer took over in some form of autopilot mode, pushing me along through the main component of the hunt.

(None of the animals photographed and featured in this article were killed... just shot with a camera).





In some ways, I felt that my mind was helping me through mixing the reality of two lines of thought:

Why I originally got into photography to capture the beauty of an animal and Being part of a hunt where an animal was certainly going to be killed

This was one of the biggest challenges in my career and although my being there was never going to change the outcome of this hunt for the animal involved, I feel that I certainly have a lot more respect for the professionalism of this community of hunters who I spent time with.

In a way, these guys are just like me; we are actually alike. These guys and their hunting are just like me with my photography; they are passionate, organised, well prepared, careful with their equipment, strict on safety and perfectionists in their field... just like me.

But I still enjoy taking home an image captured as the prize for the world to see.



Malaysian Mud Mania

Words and Photography by Chris Collard



WE HEAD TO SOUTHEAST ASIA FOR THE RAINFOREST CHALLENGE, ONE OF THE WORLD'S TOUGHEST OFF ROAD COMPETITIONS.

Each year, we search the globe for back-country adventures that pique the imagination and off road events where only the strong survive. Across the pond, the King of the Hammers has taken the US by storm, Mexico has the Baja 1000 and South America is the adopted home of the Dakar Rally. Over the years, ARB has been involved with nearly all of them. But there is a long-running debate on which is the toughest or at least ranked in the top 10. This winter, we headed across the South China Sea to Southeast Asia for a small event with a big reputation, the Rainforest Challenge (RFC). It has been a few years since we attended the RFC but, as a long-time supporter, we wanted to get our boots back in the red Malaysia mud and see if it is as tough as we remembered. It did not disappoint.

We arrived in the capital of Kuala Lumpur to a gala parade, grand presentations with local dignitaries and rigs like none we've seen. Vehicles flew flags from Russia, China, Mongolia, Ecuador and a host of other countries, and a truly international group assembled for the driver's orientation. Chatting with founder Luis Wee, we learned that the organisation and its many chapters host events in nearly two dozen countries throughout the year. The Malaysian venue just happens to be the grand finale. Considering the fact that the country is 50 per cent jungle and averages nearly 100 inches of rain annually, it is the ideal locale for a mud slog of epic magnitude. We were told that this year's event, the 23rd annual, would be relatively dry (the monsoon had passed), but we soon learned that in Malaysia, dry simply means less wet.

The first two days, the Prologue and Predator stages, are a bit of a warm-up and consist of a dozen flagged tracks through hill and dale near the coastal town of Kota Bharu. The RFC, however, is ambulatory and day three found us deep in the Northern Highlands where civilization ends and the jungle begins. Having said this, the organisers, support crews, media and race teams needed to be fully self-contained for the long haul – the longest stretch between fuel sources entailed 600 kilometres of muddy two-tracks.

UNLIKE MANY EVENTS, THE
DAILY STARTING ORDER IS
DETERMINED BY LOTTERY



TYRES, TECH AND TIME

While the RFC is similar to other events, in that the goal is to go from point A to point B in the shortest elapsed time, the equipment and techniques required to do so vary greatly from that needed to cross the outback. This is due to the terrain and weather. Malaysian soil consists of fine red dirt and clay, and Mother Nature sweeps through each season packing a wet punch... the monsoon. To help you understand the inner workings of an RFC-capable car, check out page 71 for some of the technical tricks needed to survive.

Vehicle classes and scoring are quite simple. Each of the 34 special stages (SS) is worth 100 points to the winner; those who follow receive a fraction thereof. Classes are broken

down into three categories – Prototype, Production and Modified Production – and there are sub-categories for each: fuel type, displacement, portal or non-portal axles, team gender, etc. Although maximum tyre diameter is 40 inches, most run smaller rubber. The reason is that courses thread a path through dense jungle barely wide enough for a UTV. We found that the Suzuki Samurai is by far the most common vehicle and rigs such as an FJ40 LandCruiser are considered large and have a definite disadvantage in some areas. Unlike many events, the daily starting order is determined by lottery. Everyone gathers for the morning meeting and pulls a number.





INTO THE JUNGLE

The Survival and Lost World stages each have distinct characteristics. Survival pits drivers against deep flowing rivers strewn with large boulders, while Lost World finds them hacking paths through the bush, stringing winch lines and riding ground anchors. The mountainous terrain and daily rainfall lent perfectly to unstable trail conditions. Log bridges needed to be repaired or were non-existent, and teams often found themselves building new ones from scratch to cross deep ravines.

A tentative schedule is outlined on the first day but depending on Mother Nature's mood, the following week can be fluid (pun intended). If it rains like hell, rivers swell and are impassable, and a two-hour mountain pass might take all night. Midweek, on what was to be a seven-hour transit drive between bivouacs, we found ourselves at 3.00am the following morning still winching our vehicles daisy-chain style through knee-deep mud.

One of the RFC's trademark elements is the Twilight Zone. After a full day of competition, teams head out for an unsupported overnight slog. They are dispatched in groups, as the Kelantan region is a true jungle replete with roaming elephants, a wealth of venomous snakes and scorpions, and Malayan tigers. It is a dangerous place, especially at night. The media can opt to stay in camp or enter the Twilight Zone by hitching a ride on the back of a race car. We opted for the latter and found ourselves humping it over a soggy mountain until the wee hours. Due to technical challenges, Twilight Zone scoring is a bit different. Anyone that survives and makes the 7.00am cut-off time the next morning receives the full 100 points.





WRAP-UP

Malaysian mud does the devil's work when it comes to silencing your vehicle's pulse. After a week in the gooey stuff, we can tell you that the RFC is one tough hombre. The website states it is "not for the faint of heart" and we wholeheartedly concur. As is the case with the Dakar Rally and Baja 1000, the Rainforest Challenge is not only brutal on competitors but everyone involved. If the idea of brushing mud out of your teeth, sleep deprivation and wearing soaked clothes and soggy boots for 10 days is your idea of fun, the RFC is your ticket to ride.

Interested in running the RFC but don't have a rig? No worries! The organisers can put you in touch with outfits that hire (rent) race-ready vehicles for a cost of about \$3,500. They don't offer full damage insurance waivers or any insurance, so we suggest driving it like you own it rather than a rental... There won't be any roadside assistance if you break it.

We often assess the difficulty of an event by the number of teams that see the checkered flag. When the mud settled, more than 50 per cent of the field had broken, crashed, turned around or were on the end of a tow strap behind a support rig. We had traversed more than 900 kilometres of dense jungle, building bridges, winching until sunrise and dodging scorpions. Would we agree that the Rainforest Challenge ranks in the top 10 toughest events in the world? Lima Charlie on that one.



IF THE IDEA OF BRUSHING MUD OUT OF YOUR TEETH, SLEEP DEPRIVATION AND WEARING SOAKED CLOTHES AND SOGGY BOOTS FOR 10 DAYS IS YOUR IDEA OF FUN, THE RFC IS YOUR TICKET TO RIDE..

RAINFOREST TECH TIPS



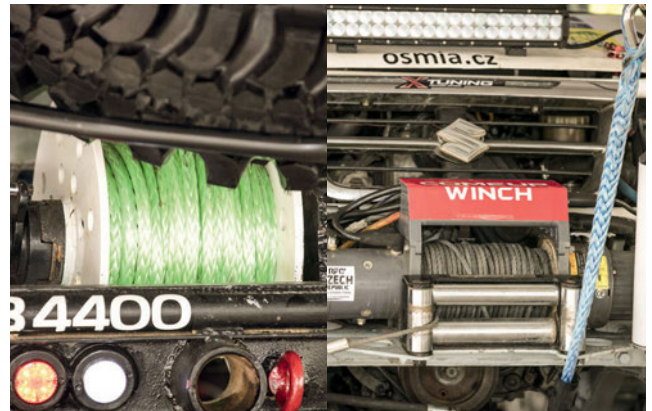
Extreme mud requires cavernous tread blocks and a means to extricate your vehicle. The most common choice of tyre is the Simex Centipede, Interco Super Swamper and Maxis Mud Trepedor.



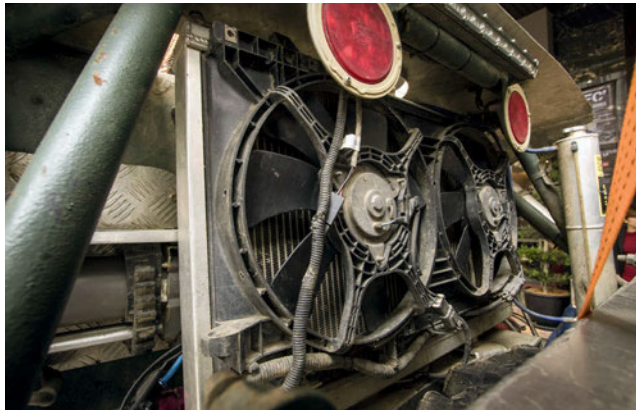
A ground anchor is standard equipment on all vehicles.



Hood-deep water is an everyday occurrence; air intakes are routed above the roof or inside the cockpit.



Winching systems include a PTO as well as a conventional electric unit. The PTO is utilised for most situations but if the engine dies, the vehicle is upside down or precision control is needed, the electric takes the lead.



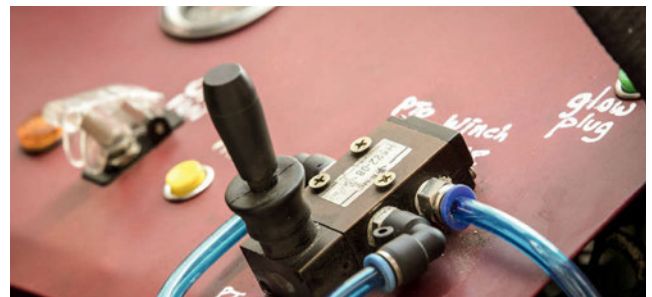
Goopy mud will quickly clog a conventionally mounted radiator, so cooling systems are repositioned up high and near the centre of the vehicle.



Full hydraulic steering and dual-caliper brakes are commonplace. The additional brake systems (one left and one right) are electronically actuated and linked to the turn signals; flip the signal and the vehicle cuts in that direction.



In deep mud, competitors running portal axles gain the advantage. The most commonly used is the Volvo 101 model.



Pneumatics are not only used to actuate ARB Air Lockers, which is standard equipment on nearly all RFC vehicles, but also to engage power take-off (PTO) winching systems.

ALWAYS COVERED



While you're sitting comfortably in your car seat, one of the many off road ironies we forget to consider while on the tracks is the seat itself having to stand up to a tremendous amount of abuse.

Whether it is muddy boots or clothes, spilt drinks, kids snacking in the back seat, wet swimsuits, wet and slobbering pets, seat friction or harsh sunlight, all have the potential to ruin or just wear out your great looking

seats. Luckily, ARB has you – and the seats – covered.

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

Made from a three-millimetre premium thermoset elastomer fabric, ARB Seat Skin covers provide an excellent and firm fit to keep overtime sagging to a minimum and prevent damage to the OE seats.

Independently airbag tested and certified, these seat covers utilise a stitch pattern from specialised Japanese sewing machines, providing a safe deployment of the SRS airbags.



SEAT SKIN VEHICLE APPLICATION

ARB Seat Skins are available for the following vehicles:

- Ford Everest 2015 on
- Ford Ranger PXI
- Ford Ranger PXII
- Ford Ranger PXIII
- Holden Colorado 2012 on
- Holden Trailblazer 2016 on
- Holden Colorado 7 2016 on
- Isuzu D-MAX 2012 on
- Isuzu MU-X 2012 on
- Jeep JL Wrangler (left hand drive)
- Mazda BT-50 2011 on
- Mitsubishi Triton MQ 2015 on
- Nissan Navara NP300 2015 on
- Toyota Fortuner 2015 on
- Toyota HiLux 2015 on
- Toyota LandCruiser 200 Series 2015 on
- Toyota LandCruiser 70 Series 1998 on
- Toyota LandCruiser Prado 150 2009 on
- Volkswagen Amarok 2011 on



Features:

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

SIMPSON



SHAKE DOWN

Words by Dean Mellor

Photography by Offroad Images

Readers of 4x4 Culture and those who follow ARB's many social media channels will no doubt be very familiar with the vehicle dubbed the Mighty 79. ARB photographer Michael Ellem of Offroad Images recently customised this LandCruiser-based beast to suit his very specific photographic and video-making requirements, which see him regularly travel into the most remote, difficult-to-access and, of course, spectacular parts of Australia.

Although the Mighty 79 build had been in the planning stages for a couple of years, by the time it actually came to stripping down a brand new 79 double-cab and equipping it with the best gear the Australian 4x4 aftermarket has to offer, Michael had to rush to get the vehicle completed before its first scheduled shakedown run across the northern Simpson Desert's famous Madigan Line.

The timeline for the build went something like this: buy a new LC79 at Illawarra Toyota in New South Wales; ship it to Melbourne for fitment of Mark's Adaptors portal axle kit which, combined with an OME BP-51 suspension package, provides a 3,950

kilogram GVM upgrade running 35-inch BF Goodrich Mud Terrain KM3 tyres; collaborate with Recaro engineers to set up a three-seat configuration of Recaro seats; fit Trig Point service body; drive back to Illawarra Toyota on a permit to have the vehicle weighed and registered; drive to ARB NSW for a full fit-out including protection equipment, Frontier Fuel Tank, Intensity LED lighting system, Warn winch and electrical upgrades, including two Redarc Redvision units and a suite of Revolution Power Australia LiFePO4 batteries; head to Queensland for paint protection, fitment of custom drawer system and GSL exhaust system; head back to Victoria for installation of Safari 4x4 snorkel and ARMAX ECU; drive back to Sydney for final studio shoot of vehicle and packing of gear; then rush to Kulgera to meet up with several other 4WDers to photograph the aforementioned trip across the Madigan Line.

The timing was extremely tight and, in addition to many sleepless nights refining the set-up of the Cruiser and packing all the gear, Michael then finished off the job en route.



SUSPENSION ADJUSTMENTS

The Mighty 79 offers unprecedented scope for adjustment with airbags fitted to the rear and BP-51 shock absorbers at all four corners. Michael eventually settled on 8psi in the airbags for the load the vehicle was carrying and for the desert, he had rebound damping on the front and rear BP-51s dialled up to nine, with front compression set to three and rear compression set to five.

"It drove really well once I got the pressures and settings right," says Michael. "The first couple of days, every time I pulled up, I'd make adjustments. And then I'd look across to Gab and ask, 'What do you think? Do you think that's better?' and she'd say, 'Oh, I can't feel the difference.' But she really did once we got the set-up right."

"The first 40 kilometres at the bottom of the Colson Track, heading north-north-west to the beginning of the Madigan Line, were the worst sand tracks I've ever driven on... and it was here I realised how I had the vehicle set-up just about perfect."

"Now I've got this vehicle with so much adjustability, putting the time and effort into it is very rewarding. I could have driven the whole trip with the suspension settings all wrong, the airbags wrong and the tyre pressures wrong, but it wouldn't have been nearly as comfortable or as easy going as what it ended up being."

Michael says he was also impressed by the Mighty 79's climbing ability in soft dune country, which can be partially attributed to the gear reduction provided by the Mark's Adaptor portal axles. Essentially, this means the factory overall gearing is retained despite the fitment of 35-inch tyres.

SET-UP ON THE RUN

"The first shakedown trip was getting to the start of the Madigan Line," says Michael. "We did Sydney to Cobar, Cobar to Broken Hill, and then we drove at night through to the Flinders Ranges and then on to Coober Pedy and finally Kulgera."

"It took us a while to get used to working out of an all-new vehicle, figuring out how we were going to do that and where we were going to stow everything."

"At the start of the trip across the Simpson, I needed to move a few things around to work more efficiently, such as accessing a tripod or making sure the charging gear was in the right spot, and I worked a lot of that out on the way to Kulgera. I was still building the fit-out in front of hotel rooms and on campsites."

"I didn't even have time to install the coffee machine until I got to Kulgera!" exclaims Michael, who struggles to get going without first knocking back a double-shot ristretto... even in the middle of the desert.

UNDER PRESSURE

Michael's previous camera vehicle was a highly modified Mazda BT-50, which was nothing like this Mighty 79, so he had a lot to learn about his new rig in the first few days, including what pressures to run in the BFG KM3 Muddies and the correct settings for the BP-51s.

"I know what tyre pressures people should run in a 200 Series or a dual-cab HiLux or Ranger, but this is an entirely different type of vehicle," explains Michael. "It's big, it's got a different stance, it carries a load differently to a typical dual-cab, so it took me a fair bit of time at the start of the trip to work out what pressures I should be running."

"I definitely wasn't running the right on road and dirt road pressures at the start of the trip, but the closer I got to getting the pressures right, the better the vehicle performed."

"When I got to the sand, I had to rethink everything again and that consumed a lot of energy to try to get that right, but it was really rewarding seeing how much of a difference it would make when I got the pressures right for the aggregate I was driving on."

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IT ALSO HAD TO BE A VEHICLE THAT MICHAEL, GAB AND POTENTIALLY A THIRD CREW MEMBER COULD LIVE OUT OF FOR WEEKS AT A TIME IN REMOTE AREAS.



WORKING OUT

The main objective of the Mighty 79's design was to make working out of the vehicle as easy as possible, so good access to equipment and plenty of facility to charge batteries and run computers was of critical importance. It also had to be a vehicle that Michael, Gab and potentially a third crew member could live out of for weeks at a time in remote areas. And the Simpson Desert shakedown run was the ideal opportunity to iron out any potential gremlins.

"Figuring out where everything goes took a while," says Michael. "I even adjusted the positioning of the cameras in the camera bag because with everything up quite high,

at shoulder height, we found it easier to pull a long lens out of one side of the bag than the other."

"We were always struggling to find out how we would work without a tailgate but it became evident on the trip that the best way to operate was to use the drawers like a tailgate. When pulling the drawers out, the cargo boxes that are inside the drawers are rigid enough to take a load, so they can basically be used as a table."

In Michael's previous Mazda BT-50 camera vehicle, he and Gab often found themselves fighting for space around the tailgate area, especially when pulled up at mealtime, with Gab trying to sort out catering and Michael

focused on accessing camera gear for that "one last shot" in fading light. This is no longer an issue in the Mighty 79, with all the food preparation facilities on the passenger's side of the vehicle and the camera equipment on the driver's side.

"We used to have some complicated times at the start of the day or in the middle of lunch, where there was crossover and I was trying to get to gear to do some shooting but at the same time Gab was trying to prepare food for the crew, but we don't have that problem at all now, so that's one of the biggest advantages with the Mighty 79," says Michael.



FULL CHARGE

Another much-needed benefit of the new vehicle is its vastly increased working space, as well as its greater capacity to provide power for charging photographic equipment and running computers and hard drives and the like thanks to four 60 amp lithium iron phosphate (LiFePO4) batteries from Revolution Power Australia, managed by Redarc's clever RedVision system and Manager battery management system.

"In the BT-50, I had limited space for storing bits and pieces... and there wasn't much space to charge up numerous systems," explains Michael. "I could charge up one or two battery systems, but I couldn't charge up everything at once. But in the Mighty 79, I can charge up a whole lot of different things in the space next to the coffee machine. I just load them all up, put them all in there and charge away. On the Madigan Line trip, I could basically charge every piece of gear that I had all at once."

"With the Mazda's AGM batteries, we had about 200Ah capacity but we could only use about 40 per cent of those batteries, whereas with the Mighty 79's lithium batteries, we can go right down to around 10 per cent, so I've got much more useable power than I had before. On the trip, I could charge, download cards and make a coffee all at the same time; the inverter was big enough to do all the jobs that it needed to and the battery supply was coming from four different batteries, so it would be able to provide enough power fast enough that it wouldn't drop a hard drive or do any damage to anything, and we were pulling quite a few amps while all that was going on... as much as 240 amps."



WEIGHTY ISSUES

As with any 4WD vehicle that travels into remote areas, the Mighty 79 is a heavy beast when fully fuelled and loaded up with water, recovery equipment, photographic gear and tools so, despite its increased GVM, Michael still needs to make sure he's not carrying any unnecessary stuff.

"I was talking to Brad Newham [from ARB Elizabeth] and I asked him what tools I should be carrying," says Michael. "And Brad said, 'In your toolkit, I reckon you've probably got heaps of duplicate tools.' Sure enough, we went through the toolkit and I had all these duplicates of tools that I didn't need, from sockets and spanners to pliers and shifters. So now the huge toolkit stays in the garage and I've bought myself a more condensed toolkit, and I reckon I've gotten rid of 15 kilograms in tools!"

DRIVING TECHNIQUE

The camera vehicle is always the one driven hardest on any trip, as the photographer needs to work their way to the front of the convoy to shoot vehicles driving past, but Michael modified his technique for the Madigan Line trip.

"I'd usually take shots, jump in the vehicle, go hard to pass the other vehicles, stop, shoot and repeat, which is not only hard on the vehicle but also uses a lot of fuel," says Michael. "But on this trip, to conserve fuel, I changed the way in which I was doing the shoot. Otherwise we'd have run out of fuel.

"As it turned out, by the time we got in to Birdsville, we had just 1.19 litres left in the tank, so it was pretty tight!"

It should be noted that another vehicle was carrying a spare 20 litres of diesel for the Mighty 79 "just in case".

"In total, we used 207 litres to get us 940 kilometres across the desert," adds Michael, which equates to 22L/100km. Pretty good for a big rig carrying so much weight while traversing one of the Simpson Desert's toughest crossings.

At the end of the Madigan Line shakedown run, the thing that impressed Michael the most was how reliable his brand new Mighty 79 proved to be, with no mechanical or equipment failures at all. "It's testament to the excellent quality of the gear fitted to the Mighty 79, as well as the professionalism of the people who fitted it... these guys are legends," says Michael.





BEHIND THE WHEEL

I'm one of the lucky few who's had the opportunity to jump behind the wheel of the Mighty 79 and I can tell you it's like no other 4WD I've ever driven.

For a start, it's a bloody big climb up to the driver's seat, but once ensconced in the comfy Recaro, the custom interior is certainly a pleasant place to be. Turn the key and when the TDV8 fires up, it emits a deep, throaty growl through its GSL Fabrications exhaust system. Then select first and ease out the clutch and the Mighty 79 takes off like any other LC79. With a Safari ARMAX ECU, there's decent performance available even with a heavy load on board. Although you can feel the weight of the vehicle on the road, the Mighty 79 has a balanced stance, exhibits well-controlled body roll when cornering and provides a comfortable ride.

Off road, it's simply amazing. With so much ground clearance and big 35-inch tyres, you find yourself driving over stuff that would easily trap lesser vehicles, although you do have to take care manoeuvring through tight spots with its much wider track.

You probably wouldn't want to live with the Mighty 79 as a daily driver but as a custom-built camera vehicle with phenomenal off road capability that spends most of its time driving around Australia, it's about as good as it gets.

Inside ARB



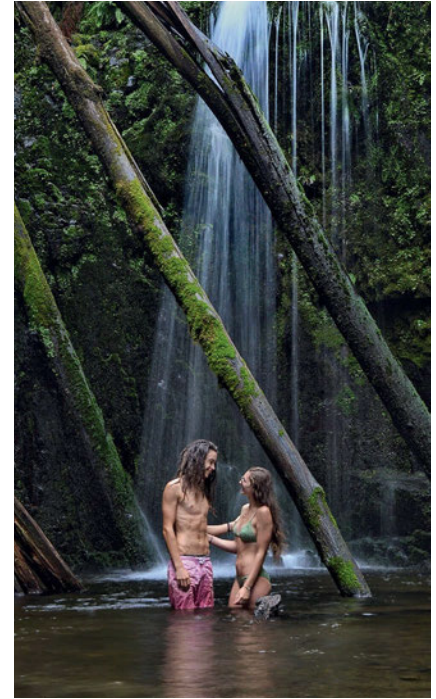
In this issue, we meet
Sandy Fiske,
from Stockist Sales at
ARB Kilsyth, Victoria.



TELL US ABOUT YOUR CURRENT 4WD AND WHAT ACCESSORIES YOU HAVE FITTED TO IT.

A 2006 Toyota HiLux Dual Cab, 3.0L Turbo Diesel. When purchasing the car at the end of 2016, with the exception of a few minor changes, it was virtually stock. Since then, a significant amount of time, dollars and effort have been invested!

- ARB Sahara Bar
 - Warn Zeon 10S winch
 - ARB under vehicle protection
 - ARB recovery point
 - ARB Intensity LED driving lights
 - ARB dual battery system
 - ARB reversing camera system
 - ARB Classic canopy
 - Rhino Rack cross bars
 - ARB awning
 - ARB drawers & drawer table
 - Redarc 1,500w inverter
 - ARB Elements Fridge
 - ARB rear step tow bar
 - ARB tailgate assist
 - Safari ARMAX 4" snorkel
 - Front & Rear Air Lockers
 - ARB diff breather kit
 - ARB BP-51 suspension system
- And a whole heap more....



DID YOU HAVE ANY 4WDS BEFORE THIS ONE?

Nope, my first car was a 1994 2WD Toyota HiLux – it was after I made friends with a few people with 4WDs and those passionate about camping and exploring that I began searching for a 4x4 – I even retrofitted a budget camper on the back of the old HiLux to tag along on some basic trips away.

WHAT IS YOUR DREAM 4WD?

It's constantly changing! Right now, a Toyota Tundra from the US decked out with the lot!

WHERE HAS YOUR CURRENT 4WD TAKEN YOU?

Some of the more memorable trips to date have been:

- Tasmania – specifically the west coast and the epic wilderness only accessible with a well-equipped 4WD
- Majority of the Victorian High Country – Billy Goat Bluff, Blue Rag Range, Wonnangatta Station, Craig's Hut, Woods Point, etc
- Robe, SA beach run
- Murray River
- Toolangi
- Great Ocean Road beach camping

WHAT IS YOUR FAVOURITE TRIP SO FAR?

At this stage, Tasmania. It was an unreal adventure – we spent 10 days exploring by 4WD and the tracks we covered resembled scenes out of The Hobbit with no human existence remotely in sight.

WHAT DO YOU LOVE ABOUT 4WDING AND THE LIFESTYLE?

There are a number of aspects that drew me to the lifestyle and pushed me into buying a 4WD. I love leaving work on a Friday, forgetting about any outstanding problems or to-do lists and just escaping with the crew to explore new areas. The feeling of uncovering a new spot, travelling down a road never seen before and witnessing landscapes that look like they are part of a film set will always get my blood pumping! Needless to say, the adventures undertaken today will make for some great memories and stories in future times.

HAVE YOU ALWAYS BEEN A 4WDER?

My family has been involved in the 4x4 industry for generations but for me, my passion really exploded when I met some new friends that led a life of camping and

4WDing and all things associated – crazy how a new friendship group can have such a significant impact on your life!

WHAT SORT OF CAMPING SET-UP DO YOU HAVE?

My girlfriend, Katie, and I actually began camping with a very “redneck” style bed made out of some damaged plywood from Bunnings, a tarp and some roll-up mattresses! In fact, we used to almost live out of this really basic set-up when we went traveling around Victoria in our first few months of dating! Following this, we moved onto a little more common double swag and now we have upgraded to a roof top tent kitted with all the luxuries you need (USB phone chargers, fan, dimmable lights, voltmeter, etc).

TELL US ABOUT YOUR UPCOMING TRIP.

In June and July 2019, we have organised to tackle Cape York and surrounds with six close friends and three geared up cars. We are trucking three vehicles (my HiLux, a Toyota LandCruiser 80 Series and a 1986 Toyota LandCruiser 60 Series) all well equipped with ARB gear to Brisbane and flying up to meet them.



From here, we intend to spend a week-and-a-half touring to Cairns, covering Fraser Island, the Daintree Rainforest and the infamous Creb Track!

The plan is then to spend two to three weeks getting to the tip and back along the Old Telegraph Track, stopping to take in everything we can – Fruit Bat Falls, Nolan’s Brook Crossing and Gunshot are definitely key spots to tick off our 4x4 bucket list!

The cars will then be trucked home from Cairns and we fly home! To say I am excited is an understatement!

WHAT’S YOUR PET HATE ABOUT 4WDING OR CAMPING?

Dust! It seems to get in everywhere – for example, away for a long weekend in the High Country, it’s common to have to blow out the airbox a few times and make sure to wipe down any plates or cups before eating!

WHAT IS YOUR FAVOURITE CAMPING SPOT?

Certainly, a tough one – at the moment, it would be a little secret beach spot we found

down the Great Ocean Road, not too far past Apollo Bay. Get down to the beach, set up for the weekend and crack a can – it’s a recipe for a good weekend. Not to mention the close proximity to the Beech Forest, which is covered in epic waterfalls and ancient trees.

WHAT IS YOUR DREAM BIG TRIP?

Back in high school, our family was lucky enough to do the big lap around Australia. Since then, I have always dreamt of doing it again, this time with a geared up 4WD and getting into those places the rest of the tourists simply can’t. Astral photography in these areas is unlike anything else – with zero light pollution, the stars are brighter than ever before.

WHAT TIPS DO YOU HAVE FOR 4WDERS WANTING TO GET INTO THE LIFESTYLE?

It’s no secret 4WDing is expensive but with a basic set-up and knowledge, anyone can get out exploring. A big thing I wish I had been convinced to do was to “do it once and do it well” – if you’re really looking forward to spending some time out and about camping

and 4WDing, then a well set-up vehicle is a must, but saving money on cheaper accessories is not always a good option! In the space of two years, I have found myself replacing a large amount of accessories on the car that I had originally “cheaped out” on. Not only is it frustrating to go back and revisit areas you thought you had already covered in your build but if things fail in a remote location, it doesn’t matter how many of them you could buy for the price of a decent quality one when you get back, it needs to work then and there! Do it once and do it well.

WHAT’S THE BEST ADVICE YOU’VE EVER HAD ABOUT 4WDING OR CAMPING?

Walk it first! I know it gets said a lot but really, before crossing that river you’re unsure about or diving into that muddy big hole that “should be right, mate,” always check it! Either with a stick or walking it, it could save you thousands in engine damage or even worse.



WHAT'S YOUR MUST-HAVE ACCESSORY?

A quality fridge! Regardless of whether it's a weekend trip or a month-long adventure, cold beers and fresh food are imperative to keeping your heart and soul happy when out in the bush.

WHAT DO YOU NEVER LEAVE THE HOUSE WITHOUT BEFORE GOING 4WDING?

Winch remote! After being stuck in a mate's car for a number of hours after he left the remote to his winch at home, I vowed to never let it get out of the car in mine! What good is a winch without the remote?

DOES KATIE ALSO LOVE THE 4WDING LIFESTYLE?

I consider myself lucky. When Katie and I first met, neither of us were really into the camping and 4WDing scene all that much. Our passion grew over time and each trip got more and more remote as we continued to seek adventure and new places. I think what makes a potentially nerve-racking experience a bit easier is 4WDing with friends. Try to mix up the group with both guys and girls

so there's always someone to relate to – complex tracks and scary moments are not Katie's highlights but she says when we all do it together, at least help isn't too far away. If all else fails, a few cans of courage for Katie in the passenger seat also help substantially!

DO YOU DO ANYTHING ELSE OTHER THAN 4WDING?

Like most outdoor enthusiasts, outdoor activities are high on my list of favourite pastimes. When the weather is warm, we spend countless weekends hanging off the back of a boat wakeboarding and skiing on local freshwater lakes and rivers. From a young age, we've all grown up around boats and campfires and all other associated activities. Drawing parallels, snowboarding in winter is also an all-time favourite – I have dreams of travelling overseas to Canada for a season in the alpine region!

WHAT'S THE SCARIEST SITUATION YOU'VE BEEN IN ON THE TRACKS OR OUT 4WDING?

There is certainly one trip up to the High Country I will never forget. Easter 2017, I

watched a friend flip his car on its roof from just metres away while he was tackling a steep track. Trying to pry open the door to see if they were okay or even still breathing was heartbreaking. Thankfully, both driver and passenger had no serious injuries, unlike the vehicle. In addition to that, we ourselves had a bit of a near miss while navigating a sharp corner on a steep decline. Simply picking the wrong line left our HiLux with two wheels rocking in the air for some time. Once again, someone was looking after us on that day and we were able to drive out of it with nothing more than a bruised ego.



Make sure you check out Sandy's epic adventures on his Instagram account @sandy_fiske and follow him to Cape York midyear.

LOCKED IN



ANOTHER WIN

Words and Photography by Steve Bisig



ARB's Competition Locker takes the KOH crown for the third year in a row!

Air Locker history has been made... again.

Not only has an ARB Competition Edition Air Locker-equipped Ultra4 car won the King of the Hammers race three years in a row, but ARB-sponsored driver Jason Scherer is the first to win back-to-back.

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

The extreme racing conditions of the King of the Hammers, the kick-off race of the Ultra4 series, has driven ARB product improvement. From the abuse that Air Lockers endure during the race; engineers have made continuous improvements over the years. Such improvements include new heat-treating processes, forged internal gears and a new-wave spring for faster disengagement. These improvements have been implemented across the entire Air Locker product line to ensure that both the daily driver and weekend trail wheeler have the latest Air Locker technology available to take them wherever they want to go.

ARB's dedicated team of engineers recently developed two Competition Edition Air Lockers. Based on the Ford nine-inch differential, the RD99CE (35-spline) and the RD249CE (40-spline) pushed the limits of Air Locker design. New features were developed like a ring-gear bolt-locking system and a supercar heat-treat process that improved the overall case strength by 290 per cent. All of these changes make the Competition

Edition Air Lockers the perfect choice for serious Ultra4 racers and it was fitting that the ARB Air Locker was named the official locking differential of Ultra4.

Top drivers of the King of the Hammers trust in the ARB Air Lockers. The past three-time king, Shannon Campbell, his son, Wayland, and daughter, Bailey, as well as Levi Shirley and past king Loren Healy all compete using and trusting the Competition Edition Air Locker. But this year all eyes were on last year's king, Jason Scherer.

On a cold and frosty morning, Jason's Air Locker equipped #76 car was ready to take on the 235 miles of desert and rock in front of 50,000 plus race fans. After a flawless high speed first lap, which consists of mostly desert terrain, it was time for two laps of rocks where the Air Lockers really shine. The rock trails of Johnson Valley consist of tight and twisty lines with SUV-sized boulders thrown into the mix. The Air Lockers allow the drivers to properly and effectively select their lines and easily steer their race machines to quickly overcome obstacles as fast as they can. When needed, 100 per cent traction is engaged with the simple flip of a switch and the throttle press of 800 plus horsepower.

In a true testament to the brutality of the race, only 29 of the 111 racers would finish before the official cut-off time, due to mechanical issues. However, after two laps in some of the hardest rock terrain in North America, Jason would be the first car across the line in six hours and 32 minutes and shortly after was officially named the 2019 King of the Hammers.

Other notable finishes: Shannon Campbell finished a strong third place after fighting some mechanical issues during the race and long-time sponsored driver Brad Lovell finished second in the 4800 class with Jimmy Jack and Justin Reece winning the 4500 and 4600 Every Man Challenge classes.



Behind the Shot



My Style of Hunt

Words and Photography
by Michael Ellem

If you have read the story "Pushing Boundaries in Your Photography" on page 62, then you will understand where I have recently been.

After the completion of the hunt and on the way back towards Darwin, still deep in Wombunji Station, whilst driving along a station track, we came across this awesome buffalo.

This was not an animal assigned to the management cull and it would be all mine for my own style of hunt. No guys standing next to me with guns providing a sense of security, just me and this beast.

Karl pulled up the 79 Series near to where the buffalo took off into the scrub and with camera in hand, I leapt out of the vehicle and followed it through the tree line.

It knew that I was there and therefore it wasn't the usual animal stalking; I would simply have to do my best with getting as close to it as I could without having it decide that I was a threat it needed to deal with.

Those horns are really impressive but at the same time threatening. I have a huge respect for wild animals and the fact that we are trespassers in their home.

There was a light shower falling with swirling winds all around us and a huge downpour was on its way. This cooled the environment but was also blowing dust and leaves in all directions, which assisted in heightening the experience with just so much going on.

My adrenaline was soaring as I approached the huge animal moving right to left through the trees, trying to find a clear angle through the burnt out scrub.

It snorted into the air and stomped at the earth, giving me a clear sign to get out of its territory.

Standing my ground, I captured a bunch of awesome images as the rain bounced off the buffalo's back.

Now I know it doesn't look exactly happy with me being there on its turf but I feel the image captures the animal's strength and awesomeness.

This is my style of hunt.

Magnificent Mongolia

Words and Photography by Simon Christie





The pursuit of 4WDing is an international language and passion shared across the world and it's this passion that has taken me all over Australia and beyond our borders in a search for adventure, knowledge and the experiences only achievable in a well-equipped 4x4.

My work has seen me driving, enjoying, competing and filming in a diversity of remote and exotic off road locations in Vietnam, Japan, the USA, Thailand, New Zealand, Malaysia, the Philippines, Singapore, Indonesia and Brunei. I've been off roading in Australia for close to four decades and my interests overseas have been a natural evolution of my yearning to experience and learn about how and why others share the same passion. And the ultimate joy for me is the recording, reliving and sharing of these experiences with fans through my TV programs and social media platforms.





Playing Catch-up

Whilst Australia is highly regarded as a leading player within the 4x4 community and well established as the birth place of numerous world-leading accessory manufacturers, the rest of the planet is scrambling to catch up.

Specifically across Asia, we are seeing a boom in wealth and recreational time that is nurturing a considerable off road community. But specifically China, with its enormous population of 1.4 billion, is clearly rising as a marketplace, destination and industry to be watched.

The 4x4 community is still relatively young but considering the population, size of the country and diversity of landscapes, it's a destination well worth exploring at many levels. Like in most countries we visit, ARB products are highly regarded in China and a selection of distributors supply a growing number of local 4x4 shops.

One in particular is Yunliang 4x4, based in Beijing with a healthy network of 20 branded shops and a further 100 or so supplied stockists. The company is the country's leading ARB distributor, with the motto "Live for Off Road".

Yunliang 4x4 is owned by two brothers but one in particular is the face of the company. He's a passionate 4WDer and our guide for this adventure. When the opportunity arose to join him for a local trip, I jumped at the chance and plans were set for us to visit him and venture into the desert of Inner Mongolia, a harsh landscape with amazing 4x4 tracks and challenges.

Inner Mongolia

The desert lies around 500 kilometres north of Beijing, within Inner Mongolia and not far from the city of Chifeng. It's a vast area spanning over 1,800 square kilometres and whilst primarily sand-based, it does also feature numerous small lakes, grasslands and rocky outcrops.

The trip would prove to have its own challenges but the 4WDing, scenery, food and friendships encountered along the way provided the enduring memories that would draw me back again and again to this remarkable country.

Our Set-up

We were set up in a pristine 200 Series LandCruiser, kitted out with Old Man Emu suspension, ARB rear drawers, ARB fridge, ARB roof rack, ARB driving lights and ARB steel bull bar plus a pair of TRED Pro traction boards. It was a comfortable and appropriate package.

Accompanying vehicles included Nissan Terra, Y61 and Y62 models, a number of 80 Series LandCruisers and a locally made BJ40 (no, not an old SWB LandCruiser from the 70s, but something that looked more like the offspring of a Hummer and a Jeep with IFS and IRS).



Finding Camp

After making our way from Beijing to Chifeng on our first day, we dropped by the museum to learn about the 5,000-year-old local civilization and the rise of the Mongol Empire over 800 years ago, which still stands as the biggest unified territory the world has ever seen. Mongolian culture and blood still run strongly throughout this region and along the way we saw plenty of evidence. Even within the desert, there were herders tending sheep and goats, inhabited remote and isolated houses and even a Mongolian village where tourists can experience the Mongolian nomadic life and food from 1,000 years ago. In fact, the man responsible for unifying the territories, Genghis Khan, is still widely revered as a god and local residents proudly refer to themselves as Mongolian.

Just half an hour's drive from Chifeng was our entry to the desert. Airing down our tyres, we were instructed to set the fronts at around one bar and the rears at 0.8. Surprisingly low at around 12-14psi, the pressures were respective of the difficult terrain ahead of us and the soft, dry desert sands. The setting sun chased us as we finally headed off in search of our campsite and the size of the desert and challenge of navigation became threateningly apparent as the sandy scape stretched to the horizon in all directions with seemingly no discernible or outstanding landmarks.

That said, it is an amazing drive. The golden rays of the final sun stretching the shadows from dune to dune, the smooth undulation and challenge of the sandy scape and the fun, excitement and challenge of testing yourself and vehicle within such a beautiful, remote and exotic location. There's no argument from any of our group; it's breathtaking, exhilarating and eye opening. Words, photos

and videos can only dapple with the reality of what your senses imbibe during such an experience.

It was another half hour before we all stopped in a low-lying pocket of shrubbery where there was a mysterious house, whispers of a sheep to eat and a not-so-friendly Mongolian pony tied to a post. By this time, it was pitch dark and after bribing our four-legged friend with some fresh grass, we were back in the vehicles, headlights on and chasing the taillights ahead of us as our convoy pushed deeper into the desert in search of our campsite.

We soon encountered the Mongolian village, a real shock to the senses with numerous round tents and a large central one set up as a restaurant with a presentation stage. We couldn't resist a visit and a number of our convoy peeled off for a quick look. But we were quickly back on the road and within minutes were being directed on where to park and set up our tents. We'd arrived at camp.

Cook-up

Plans were well set for a traditional dinner and it wasn't long before I was tasked with mincing some beef, spring onions and ginger for a Chinese pancake and slicing the remaining meat to be flash-cooked with vegetables in a hot pot (a common local communal cooking technique using a cauldron of boiling water).

The mincing was slow and laborious but worth the effort. The hot local delicacies were delicious and easily satiated our hungry group before we exhaustedly retired for the night.





4WD Fun



The next morning saw us up by 8.00am, breaking camp and eating breakfast as we packed. The day started with a positive plan of what we wanted to achieve and our first play area was found within minutes. A large open expanse with multiple hill faces, an undulating series of crests like a spine and numerous off-camber step-ups and drop-offs.

There were plenty of cameras on the ground and no end of routes to take and challenges to accept. It wasn't long before a tyre rolled off a bead on one of the Y62s. It was a simple fix: grab the factory jack, a chopping board for a jacking plate and a portable ARB twin motor compressor. With little effort, we were back on the road and the adventure continued.

But, sadly, not for too much further.



It was at this point that our convoy split up, leaving us to follow a highly experienced local driver in a well-set-up Y61 coil cab utility. We ventured into another valley system and encountered a number of lakes, grass patches and herds of goats. The scenery was breathtaking and we paused to take it all in. Massive dunes, wide open spaces and sand as far as the eye could see made up most of the next hour but eventually the sandy sea was broken by patches of green.

Rolling grasslands, sparse trees and agricultural lands eventually took over. A series of freestanding hills was pointed out as our objective. There had been whispers along the way of ancient rock carvings and we were now being told that whilst many of these hills held historical value, one in particular was the site for this significant artwork.



Desert Mirage

Day three of our adventure kicked off early as we headed back into the desert for more exploring and sand driving. Cresting one massive dune, we stopped to take in the grandeur of this remarkable place and the massive expanse that stretched before us.

As we scanned the terrain, absorbing the colour and contours of the sand, a hint of movement caught our eyes. Around a kilometre from us and seemingly in the middle of nowhere, there was a person walking across the desert. Curiosity got the better of us and we carefully picked a line down the spine of a colossal dune to reach the valley floor. As we closed in on the person, things slowly started to make sense. A section of grass appeared, there was a small lake and, to our surprise, there was a flock of sheep. As we watched in silence, the shepherd rounded up her flock and walked off into the distance. It was an encounter of a different kind and an insight into a life so far removed from ours that it's hard to fathom and yet still holds an attraction for the simplicity of life within the age we live in. It's a reminder of the stark differences, the culture gap and the unexpectedness of the desert. And it was that very element of surprise and unexpectedness that was about to bite us hard.



Chasing Carvings

It was a tricky drive picking our way to the base of the hill. Stepping out of the vehicles, the weather was warm, the sky was blue and the towering hillside stretched above us. A thousand rocky outcrops or more dotted the hill face in front of us and we were told that somewhere here were numerous carvings and other historical artefacts and sites.

We were instructed to explore and our group of 10 or so fanned out and began to climb in search of these ancient items. It took around an hour to scale the hill. As we neared the top and started feeling that the only reward for our efforts was the amazing view that stretched out across the Mongolian planes and into the desert, a call from one of the searchers attracted our attention and our first carving was located. It was clearly the face and upper body of a man chiselled into the rock and holding what appeared to be a vase in an outstretched arm on an adjacent rock. It was incredible.

Further searches revealed a number of other carvings and two sites that appeared to be small quarries with slag heaps where stone shards were turned into tools. It was a fitting end to our day and we retired to a local hotel to rest. But before we could sleep, we were led to a small restaurant to feast on local fare, learn about Chinese fire water and drinking habits, and listen to tall tales of the Mongols and the desert. The night ended with a stirring Mongolian song from one of our local guides.





Sand Diving

Heading off again, the confidence and speed slowly picked up. We were racing over the dunes, enjoying the soft forgiving sand, taking in the vast and beautiful environment and keeping pace with our lead vehicle when suddenly we crested a small dune only four or five metres high. We were carrying too much speed, the far side was undercut and we were in trouble.

The weighty 200 suddenly dropped and nosedived. The ARB bull bar took the full impact and airbags were set off. Everyone was safe and uninjured, the vehicle was mildly damaged but the bull bar didn't even show a scratch.

The driver made an error in judging the terrain and we'd been caught out not showing sufficient respect for the terrain. But the bar did its job. It provided incredible frontal protection for the vehicle, the crush cans performed as designed and the entire system synchronised with the vehicle's safety features to ensure no one was injured. In fact, with anything less than the ARB steel bull bar, the vehicle and its occupants would have sustained far greater damage.

At this point, our adventure was over; there was a long wait ahead for police reports, an insurance assessor and possible alternative transport. But to the credit of the bar, the vehicle was still driveable.

It was an embarrassing, uncomfortable and humbling situation but it's a reminder and a lesson that any vehicular situation can turn ugly in a flash. We were fortunate that the vehicle was well equipped and that no one was injured but the damage, financial burden and inconvenience will be far reaching.

It was a sad end to what was an incredible adventure and experience, a disappointing result and a harsh lesson, yet one the driver will wear and deal with for some time.

From ancient history through to incredible off roading, China is a destination of distinction far beyond the food and apparent language barriers. Even with the difficulties faced, the friendships and experiences encountered have already served as the impetus for further trips and opportunities.

Live Action

The story of this epic journey was aired nationally on 7Mate as the final episode of Life Off Road for 2018 on Saturday, 1 December at 11.30am. Life Off Road can be seen every Saturday at this time. Repeats run on Sundays at 7.00am and viewers can watch online via 7plus.



Rack 'Em Up

**Not all roof racks are equal
– so choose carefully.**

Over the past 10 years, ARB has distributed the world's number one manufacturer of roof racks and here are the reasons ARB puts its trust in Thule.

Stretching back to the 1960s, Thule has a long heritage of industry-leading design of roof racks. Just as ARB dedicates enormous amounts of time developing the ARB bull bar for your vehicle to ensure it not only looks good but also offers safety and is a perfect fit, Thule's design philosophy is the same.

Thule's number one priority is safety for you and the people around you. That's why Thule goes to great lengths to ensure their roof racks stay put on the vehicle, even under extreme circumstances. Thule's next generation roof racks, Thule EVO, offer new unparalleled levels of convenience, safety and load capacity.

With new manufacturing processes and materials, the new Thule EVO range is stronger and sleeker with improved aerodynamics,

reduced wind noise and a load capacity of at least 75 kilograms.

The new Thule WingBar EVO is the upgraded version of Thule's iconic roof rack. Now equipped with the unique Quick Access interface, it's quicker than ever before to install accessories. The advanced aerodynamic shape combined with Thule's innovations, Trail Edge™ and WindDiffuser™, minimise the noise and improve fuel efficiency.



Features & Improvements

- Spend less time worrying about how to set up your accessories and more time doing what you love. The new Thule EVO T-track allows for quick and easy installation of accessories without having to cut the rubber strip. Just flip the SwingBlade end cap and slide in your accessory mount.
- Wondering how to bring all that extra gear on your next epic adventure? Virtually all Thule EVO roof rack systems now have a minimum load-carrying capacity of 75 kilograms (be sure to check your vehicle guide for roof loading capacity).
- Love improving your DIY skills? Well, the new Thule EVO roof rack system (roof bars and foot mounts) is now easier and quicker to install thanks to the torque limiter knob that clicks once the foot mount is securely tightened.

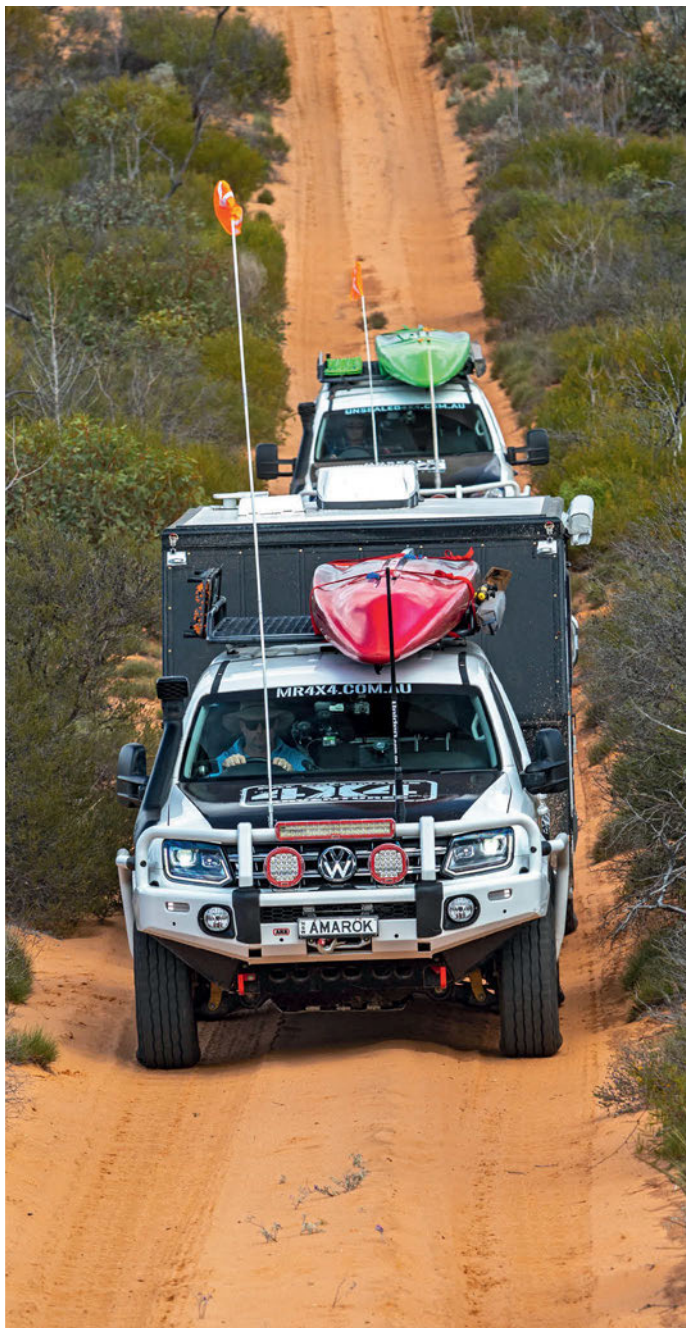


Contact your local ARB store or stockist for part numbers and pricing.

SAFETY FIRST



Bushranger



The best just got better! The Bushranger Safety flag kit has recently been upgraded. A new quick connector has been engineered to ensure it can withstand the harshest of conditions encountered in our local environment. Tested for vibration and the outback, the upgraded Bushranger Safety flag kit now features less moving parts, robust construction and a push-lock type mount in a quick-release base, secured with a tractor pin.

The team from Pat Callinan's 4x4 Adventures took the upgraded flag on an outback trip and gave it a glowing review. "We drove with the new design right around the coastal dunes of the Eyre Peninsula and the Googs Track recently," said Pat. "The flag was subjected to plenty of salt water, fine grit and, at times, mud. It was also driven into scores of overhanging hardwood branches – all without an issue. The new adaptor makes a great product even better now. It's a winner."

Features

Dimensions: 3m total height

Dimensions: Flag size 300mm x 290mm
fluorescent orange flag with a
silver reflective cross

Dimensions: 1,226mm x 100mm x 40mm
(packed)

Weight: 1.35kg

Warranty: 12 months

An aerial photograph of a winding red dirt road in a desert landscape. The terrain is a mix of red soil and sparse, low-lying green and grey vegetation. Three off-road vehicles are visible on the road: a dark-colored SUV with a roof rack full of gear in the middle-left, a white SUV in the bottom-right, and a portion of a third vehicle on the far left edge. The text 'Keeping You Connected' is overlaid in a white, cursive font in the upper-middle section of the image.

Keeping You Connected



McGrath Foundation Radio

Adding to the popular McGrath Foundation range, GME have introduced a limited edition pink radio. It features class-leading five watt transmission power, an IP67 ingress-protection rating for outstanding performance and years of reliable use in the harshest of Australian environments. The GME pink radio is designed with up to 30 hours of battery life, VOX hands-free mode and a built-in LED torch. It's serious equipment for users who demand the ultimate in handheld UHF CB communication, for both work and play.

As part of GME's corporate partnership with the McGrath Foundation, GME will donate 10 per cent of the sales of these limited edition pink handhelds directly to the McGrath Foundation to assist in their tireless efforts of funding and supporting breast care nurses in communities across Australia.

Additional Features

- 5/1 watt switchable transmission power
- Improved scan speed
- Rotary power/volume control for easy operation
- 2,600mAh Li-ion battery pack
- Desktop charger
- AC adaptor
- Belt clip
- Two-year warranty

For more information contact your local ARB store or stockist, or visit gme.net.au.

Lead the Pack

Designed to be smart, adaptable and rugged, the range of XRS radios have now been packaged up into two clever packs, perfect for 4WD enthusiasts.

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

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



XRS Connect 4WD Pack

The XRS Connect 4WD Pack pairs the top-of-the-line XRS-370C Compact UHF CB radio with the heavy-duty AE4704B radome antenna, the perfect solution for those users looking for the ultimate communications set-up for their hardcore 4WD.



XRS Connect Touring Pack

The XRS Connect Touring Pack pairs the popular XRS-330C Super Compact UHF CB radio with the AE4018BK1 elevated-feed antenna, the perfect solution for those users looking for the ultimate communications set-up for their 4WD tourer.

DRIVING GAMES

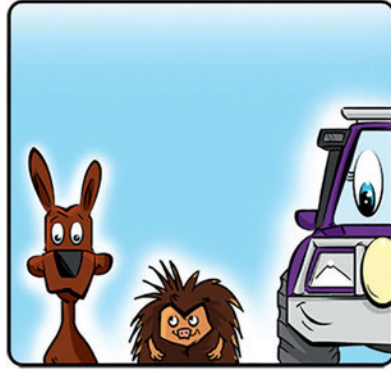
Ask Mum and Dad to play these awesome driving games with you on your next long drive.



I SPY

The old classic. The person whose turn it is picks an object they can see and says: "I spy with my little eye something beginning with (whatever letter of the alphabet it starts with)." Everyone else in the car has to try and guess what it is and the person who guesses correctly then has a turn.

For younger children, try an easier version by using colours instead of letters of the alphabet.



AN EASY WORD GAME

Choose a theme such as animals, places or food. Someone starts with a word that relates to the theme. The next person then has to find another word in the same theme that starts with the last letter of the previous person's word. So if the topic was animals, it could be:

Monkey... Yak... Kookaburra... Antelope... Echidna... and so on.



THE NUMBERPLATE WORD GAME

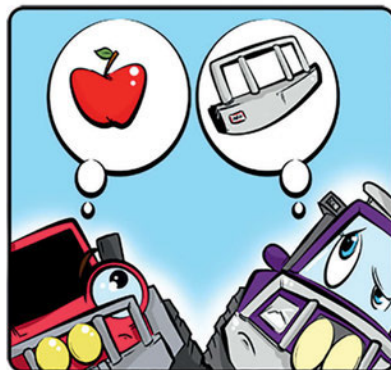
In turn, everyone uses the letters from a numberplate they see to make up a crazy animal (or other equally fun thing).

So for example, a numberplate reading "HSE-584" could be a "hairy, squishy elephant"!



THE NUMBERPLATE NUMBER GAME

For this game, someone will need to be the scorer and have paper and a pencil. One at a time, as you pass cars or cars go past, each person takes the last number from the numberplate and the scorer writes it down under their name. The next time this person has a turn, a new number is added to the first number and so on. The winner is the first person to reach a certain number (e.g. 50 or 100).



ON MY LAST 4X4 ADVENTURE I TOOK...

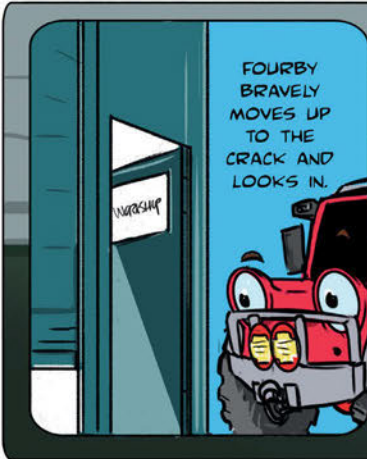
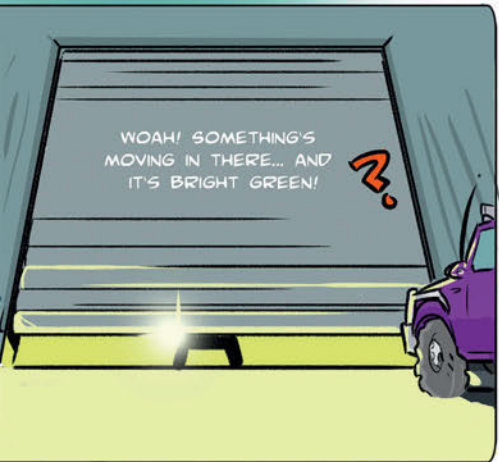
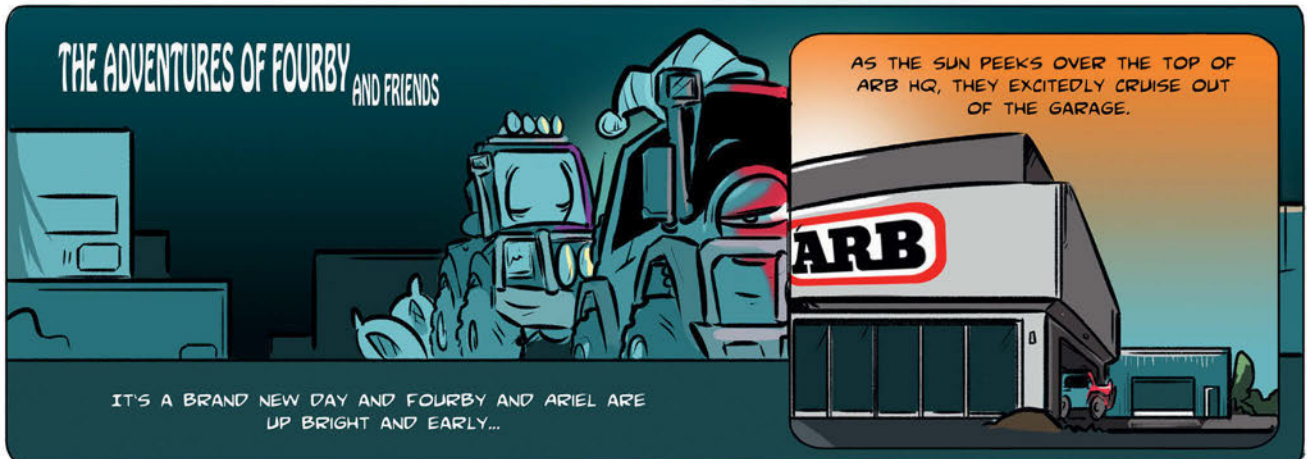
Everyone in the car takes a turn at this game. The first person starts by saying, "On my last 4x4 adventure I took," and completes the sentence with an item they might take starting with the letter A. The next person has a turn and repeats the phrase, including the first person's word, then adds their own starting with B. For example, "On my last 4x4 adventure I took an apple and a bull bar."

This continues all the way through the alphabet and can get quite tricky later on but is a lot of fun.



COUNT THE CARS

Everyone chooses a colour and the number of cars they think they will see in that particular colour before reaching a designated spot, time or town (e.g. 17 red cars before we stop for lunch). The winner is the person who has guessed the closest to their chosen number when you reach your destination.



Off Road Retail Heaven



Regency Park

In 2015, ARB embarked on a monumental worldwide project to introduce a new look and feel for our branded stores and create the ultimate in-store experience for our valued customers.

In 2017, this project came to fruition with the opening of our first concept store in Geelong, Victoria. With a complete range of new livery, technology and custom joinery, the new Geelong store represented the pinnacle of ARB stores across the country.

Since then, our extensive store and stockist network has been eagerly implementing these new design elements and we are proud to have 15 new-look Flagship Stores nationwide. Internationally, this impressive store design has been included in ARB locations in South Africa, Thailand and New Zealand.

The improved retail design offers customers an unprecedented 4x4 shopping experience with more product interaction, educational displays and state-of-the-art fitting bays. Together with our friendly team, the fresh new look brings with it expert advice and specialised service, making it the perfect place for customers to personalise their 4WD.

With 65 stores and over 91 authorised stockists around Australia, it doesn't matter whether you need some new gear to improve the capability of your fourby, access to after-sales support in the middle of nowhere or simply some advice before embarking on the adventure of a lifetime – we have you covered.



Narrellan

If you want to check out our new-look flagship stores, head into any of the below ARB locations:

Victoria

Geelong
Somerton
Warragul

New South Wales

Thornleigh
Brookvale
Dubbo
Narrellan
Port Macquarie
Wollongong

Queensland

Springwood
Northlakes

Western Australia

Canning Vale
South Hedland

Tasmania

Hobart

South Australia

Regency Park

ARB Brookvale

Our latest Flagship Store project to come to fruition is ARB Brookvale in New South Wales. Brookvale has been serviced by our current ARB store since 2015 and the new store design will pave the way for an improved shopping experience. The new location at Grosvenor Place is in the heart of the business precinct, close to local car dealerships and the retail shopping district.

Mark Carpenter, the manager of ARB Brookvale, has been an active member of the local community for years. He grew up living and breathing the outdoors adventure lifestyle as a scuba diving instructor and worked in a local dive centre for many years, culminating in him owning his own dive centres before moving into the 4WD industry and becoming part of the ARB team.

In addition to assisting local 4WD clubs such as the Toyota LandCruiser Club and the Triple Diamond Club as well as the All Wheel Drive Club, who regularly host their AGM meetings in store, the Brookvale staff have years of experience between them, more than 60 years collectively.

Whether you are preparing for a trip or fitting out your car for work, make sure you stop in to see the team at ARB Brookvale and their new Flagship Store.

Store details:
ARB Brookvale
1/7 Grosvenor Place
Brookvale 2100 NSW

T: (02) 8507 3073



Geelong



Narellan

WHAT DRIVES YOU

WIN!

**WHAT WILL
YOU CHOOSE?**





**YOUR
CHOICE OF
4 PRIZES
VALUE AT
OVER**

**\$75,000
EACH**



WHAT WILL YOU CHOOSE?

Purchase an Old Man Emu Suspension Kit (two front and two rear springs and four shock absorbers) for your chance to be the lucky winner who chooses between 1 of 4 prizes! Visit arb.com.au/win to enter.

EACH VALUED AT OVER \$75,000!

KTM 250, POLARIS & SEA-DOO



ACTION

NEW AGE CARAVAN



FAMILY

HOW TO ENTER

1. Purchase an Old Man Emu Suspension Kit (two front and two rear springs and four shock absorbers) between the 11th February and the 5th May 2019 at any ARB store or participating stockist.
2. Head to www.arb.com.au/win and enter your details with your receipt number.
3. Make sure to keep your receipt in a safe place.
4. Imagine yourself driving one of these cool prizes!
5. You're done! Fingers crossed!



For more information and full list of T&C's visit www.arb.com.au/win.

Competition Winners



Alex Boberic



Darren Thomas



Norm Needham



Billy Lawson



Allan Lang

LIFE'S A BEACH

Competition Winners

We asked for your favourite beach spot and it seems EVERYONE loves getting their tyres sandy! Check out this edition's winners and make sure you head to page 113 for our next photo comp.

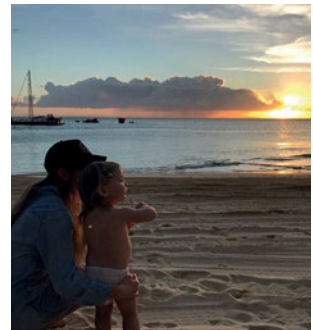
These beach adventurers all win an ARB summer pack valued at over \$130.00!



Lindsay Mueller



Kaz Smart



Steph Murphy



Greg Murtagh



Sunburnt Adventures

BLOW OUT Competition

Had a major tyre malfunction on the tracks? We wanna see it! Send through a photo of your biggest “blow out” and you could win an ARB E-Z Digital Tyre Deflator and ARB Speedy Seal Puncture Repair Kit valued at \$128.00.

Email promotions@arb.com.au with your name and address. Competition closes 31 May 2019.



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

WESTERN AUSTRALIA

Canning Vale (02) 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

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) 6581 2500
St Peters (02) 9565 2455
Tamworth (02) 6762 0541
Thornleigh (02) 9980 8855
Wagga Wagga (02) 6925 8777
Wentworthville (02) 9631 7889
Wollongong (02) 4225 2050

TASMANIA

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

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Part Number 573251



4X4 ACCESSORIES