

A white Cub Camper truck is driving away on a dirt road that winds through a dense forest of tall, slender trees. The truck is loaded with gear on its roof rack and has a Cub logo on its side. In the foreground, a wooden signpost points left towards '2 SEALY LOOKOUT'. The overall scene is bathed in warm, golden light, suggesting late afternoon or early morning.

TRAVELLER'S Journal

A travel magazine for Cub owners and enthusiasts

CANVAS

ARE YOU GETTING WHAT
YOU PAY FOR?

THE ANNE BEADELL HIGHWAY

Is this a camper trailer's
toughest challenge?

PLUS MEET THE MAKERS

The craftsmen behind
your Cub Camper.

HOW TO Water Crossings made easy

Going the Extra Mile

C O N T E N T S

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E D I T O R I A L

Welcome to the inaugural issue of Cub Campers' *Traveller's Journal*, a compilation of advice, information and inspiration for anyone looking to explore those wild, untamed parts of Australia.

As much as travel is all about getting out there and seeing the sights and experiences, it's also just as much about getting away from everything. There is something so humbling and mind-expanding about escaping the normal, everyday stuff and getting out to the farthest reaches of wilderness.

We've put this magazine together to sew the seed of adventure in your own mind, and inspire you to get out there and experience the escape for yourself. Is there anything better than going out and leading your own adventure into the wilderness? We don't think so.



The team at Cub Campers.

Location: Emu Claypan,
Anne Beadell Highway.

Cub Kamparoo Brumby



SPECIFICATIONS

- 900 kg kerb weight
- Queen size bed
- 16" wheels
- Independent suspension
- Galvanised chassis
- 80 litre water tank
- 2 x jerry can holders
- 2 x 4.5 kg gas bottle holders
- Electric brakes
- Slide-out kitchen with electric water pump
- 2 X burner stove
- Fridge box with fridge slide
- Cub's famous Ezy-wind setup

Going the Extra Mile
www.cubcampers.com.au



G E A R



TRUMA LEVEL CHECK

How many times have you picked up a gas bottle, shook it around, looked up at the sky and poked your tongue out, and then made a (probably inaccurate) guess at how full the bottle is? Truma's Level Check uses ultrasound technology to figure out how full (or empty) the bottle is. Simply hold the device against the bottle evenly, and it will indicate at what level the gas is sitting, giving you an accurate reading. No more guesswork!

It retails for \$89.95. for more information, go to dometicRVcentre.com.au.



REDARC AMORPHOUS SOLAR PANEL

This panel from Redarc combines some good solar-powered grunt, along with great sturdiness and a small storage footprint. This is because of the amorphous panels wrapped in a thick, canvas housing. They come in 36, 72 and 108 watt-sized panels, and have REDARC's 15 year/80% efficiency warranty. That's a seriously long warranty, showing REDARC's faith in what is obviously a very quality product.

Prices start at around \$900.
For more information, go to redarc.com.au

G E A R



GME MT410G PLB

What does PLB stand for? Personal Locating Beacon. It's something like an EPIRB, but suitable for adventures that stick to terra-firma. It doesn't have as long a battery life as EPIRB, but will still transmit a signal for 24 hours (minimum), and takes up a lot less space. Keep it in your glovebox, and you'll hopefully never have to use it. But if you do, it's there.

\$350 is the going rate. Go to gme.net.au for more information.



UGLY FISH XENON SUNGLASSES

These glasses have all of the right ingredients for a life outdoors: anti-scratch, anti-reflective and water resistant and polarised lenses, which have the highest UV rating available (category 3). The lenses are available in smoke or brown, and can come in a bifocal format.

RRP: \$149.95. for more information, go to uglyfisheyewear.com

Canvas

ARE YOU GETTING WHAT YOU PAY FOR?

Close scrutiny reveals that some imported canvasses aren't what they claim to be.



Two studies recently, from two different and respected members of the scientific community, have both found that imported canvas products, particularly those coming from China, have fallen short of Australian Standards, and what they have claimed to be.

The CSIRO (Commonwealth Scientific and Industrial Research Organisation) conducted some testing on a sample of Chinese canvas, and found that it failed on two very basic, and very important grounds.

Firstly, the canvas failed on its specified weight. The weight of a canvas, or

how thick and heavy the material and weave is, is still measured in the old imperial yardsticks of ounces per square yard. Imported canvas tested at the CSIRO, which was marketed to be 14oz, only weighed in at 11.2oz.

The canvas also failed a waterproof test, which is part of the relevant Australian Standards. This is tested by a the 'Cone Test', which determines a canvas' resistance to water penetration,. A good result of this test is less than 1ml after 18 hours, something a good quality canvas can achieve. The imported canvas recorded 20.9.





DYNAPROOF

- WHY IS IT SO GOOD?

Dynaproofed canvas, made by Australian textile company Wax Coverter Textiles in the Hunter Valley, New South Wales, has one major advantage over other canvases. Where inferior canvases are treated by use of a 'coating blade' to apply anti-rot, anti-mildew and UV-resistant properties to the canvas, Dynaproofed canvases are impregnated by use of total immersion, heat and high pressure. What this means is that whilst the fabric is 100% waterproof, it is also breathable and resistant to condensation buildup – perfect for a camper trailer.



RMIT (Royal Melbourne Institute of Technology) has also conducted some testing on an imported canvas to determine how waterproof it is, using the Cone Test and a Hydrostatic Pressure Test, applying a pressurised column of water to the fabric, to see how resistant it is to penetration. The imported canvas (sourced from three of the leading importers of camper trailers in Australia) failed both tests, letting in somewhere between 19 and 96ml of water through on the Cone Test and, and failing the Hydrostatic Pressure at under 6kPa.

For comparison's sake, three grades of local, quality canvas from Wax Converter Textiles passed the same testing at RMIT, all allowing through 0ml in the Cone Test, and racking up between 35 and 80 kPa on the Hydrostatic Pressure Test.

WHAT IS CANVAS?

Originally woven from hemp as far back as 8,000BC, canvas is a plain-woven fabric which can be made from a variety of materials. A plain weave is a simple and fundamentally strong fabric weave, which allows the canvas to be so sturdy. Canvas can be made from linens and polyester, but the best ones are usually a poly/cotton blend. Today, it is used for anything from truck tarpaulins to artist's mediums, fashion, tents and ship sails, and everything in between.



Emu claypan was used as an airstrip during the British Operations out here.

Trial Fire

The **Anne Beadell Highway** is a notoriously tough, and incredibly rewarding journey across the Great Victoria Desert.

Almost 350,000 square kilometres in size, the Great Victoria Desert takes up roughly 4.5 percent of Australia's landmass. That's more than half the size of France, or 8.5 times the size of Switzerland.

There is one 4WD track that runs across the guts of it, from east to west, and it's called the Anne Beadell Highway. It's one of the most remote journeys that one can take in Australia, showing the stunning raw beauty of a land untarnished by white man's endeavours of civilisation.

The journey starts in Coober Pedy, perhaps one of Australia's most interesting towns. Coober Pedy is the Opal capital of the world, producing well over half of the global supply of Opals by itself. In fact, the name Coober Pedy comes from an aboriginal

name, 'Kupa Piti', which translates to 'white man's hole'.

Although you might think of a desert of this size as being quite empty, even repetitive as you head across the 1,300-odd kilometres that make up the journey. You'd be wrong, however. The desert is far from being a featureless place void of life. Quite the contrary, in fact: Wildflowers blossom in the most unbelievably harsh of conditions, hardy spinifex create swirling patterns of circles and lines that imitate a manicured hedge, and frequent sandhills often open up to wide and flat salt pans, stretching out for kilometres. This sort of country is anything but boring. Colours vary between soft pastel and boldy rich, red, green and blue making for constantly stunning scenery.

Left to their own devices, spinifex grow into some amazingly pretty shapes.



There is also some incredible history out here, a majority of it centring off and hinging around the lovable larrikin, and who is regarded as Australia's last true explorer, Len Beadell. A surveyor by trade, Len was commissioned to survey the vast desert areas of Western and South Australia, places previously unvisited by white man.

At the wheel of a Series I Land Rover, Len surveyed and planned out the Woomera Rocket Range, government

facility that is still in use today, and was once upon a time one of the few places in the world where over-the-horizon testing was available for rockets. At the time of the Cold War, Woomera was the second-busiest rocket range in the world (only beaten by NASA's Cape Canaveral). Len also surveyed and chose a site for the British nuclear tests at Maralinga and Emu, where many kilotons of testing has left a legacy of minor contamination. It's not enough to bring harm to visitors, but Emu Fields has been declared unfit for permanent habitation.

Totem 1 and Totem 2 at Emu Field (where two nuclear bombs were set off), are two spots definitely worth turning off for. The plane wreck in between Ilkurlka and Neale Junction is another one, along with the great campsite at Yeo Homestead.



There are some patches of corrugations along the Anne Beadell that will test even the most prepared, but it's not all like that.



It's worth lowering the pressures of your trailer slightly, to take a bit of pressure off your shocks.



There are a number of wrecked vehicles out here, be sure that your own stuff is up to the task.



Keep an eye out for Len's signs that frequent the track, along with the many survey markers that he installed.



The road conditions vary between soft sand, corrugations, small sand dunes, gibber plains and hard, flat claypans.

This road, like the handful of others that give access to this country, was built by Len and his team (called the Gunbarrel Road Construction Party). The track is called a highway, but is far from it: who wheel tracks that twist and bounce their way across the desert. 1,370 kilometres is the total distance for this journey, with 795 kilometres being the longest distance in between refuelling (between Coober Pedy and Ilkurlka, the only stop on the whole journey). You've got to account for fairly high rates of fuel consumption, due to the low speeds and terrains that make up a majority of the journey, along with any of the side tracks you might want to accomplish.

Whilst not technically difficult, the challenge in the Anne Beadell Highway lies in the distances covered, and the lengths of corrugations which, other than testing one's patience, will

soon identify any weaknesses in your setup. Pay special attention to your suspension; there is nothing more challenging to a suspension setup than long stretches of corrugations. It's worth noting here that conditions do get much better on the Western side of Ilkurlka, compared to the eastern side.

PERMITS REQUIRED:

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www.maralingatjarutja.com

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Fax: 08 8625 3076

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Tallaringa Conservation Park:

www.environment.sa.gov.au

Phone: 1800 816 078

Email: DEWNR.CustomerServiceCentre@sa.gov.au



This travel story comes from Pat Callinan's 4X4 Adventures Season 6. Click here to check out the latest season teaser, Season 7!



These are
Australian hands

And this is Australian
Dynaproofed canvas.



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Show Calendar

THE CUB CALENDAR

Want to see Cub's range in person? Come and say hello at one of the shows!

21st -23rd November 2015

Bendigo Leisurefest

Bendigo Racecourse - Bendigo, VIC

27th February – 1st March

Gippsland Home Expo

Kernot Hall - Morwell, VIC

28th-30th November 2014

Tamworth Caravan, Camping

& Outdoor Living Show

Tamworth Jockey Club - Britten Road, Tamworth, NSW

27th February – 1st March

Royal Canberra Show

Canberra Showgrounds &

Exhibition Centre - Mitchell, ACT

22nd -25th January 2015

Geelong Caravan, Camping & Outdoor Expo

Geelong Showgrounds - Geelong, VIC

27th February – 1st March

Ballarat Great Outdoor Expo

Ballarat Showgrounds - Ballarat, VIC

6th-8th February 2015

Newcastle Caravan, Camping & Holiday Expo

Newcastle Entertainment Centre & Showground

Brown Road, Broadmeadow, NSW

28th – 1st March

Wangaratta Fishing, Camping

& Outdoor leisure show

Apex Park - Wangaratta, VIC

11th 16th February 2015

Victorian Caravan, Camping

& Touring Supershow

Royal Melbourne Showgrounds - Ascot Vale, VIC

3rd -5th March

Wimmera Machinery Field Days

Wimmera Events Centre, Longerenong, VIC

20th – 22nd February 2015

Seymour Alternative Farming Expo

Kings Park - Seymour, VIC

20th - 22nd March

Wagga Wagga Homexpo Leisurefest Roadshow

Wagga Showground & Exhibition Complex -

Wagga Wagga, NSW

20th – 22nd February 2015

Illawarra Caravan, Camping,

4WD, Fish and Boat Show

Kembla Grange Racecourse - Wollongong, NSW



For even more dates, head over to the
Cub Campers events page on their website



Meet the Makers

THE PEOPLE BEHIND CUB CAMPERS, AND THEIR STORIES.

Name: Candy De Gouveia

Department: Canvas Room

How long have you been working at Cub for?

27 years

What does your job entail?

I am a Supervisor in the Canvas Room, with 8 staff.

What are the most important things about your job?

Ensuring that tents, awnings and walls are manufactured on schedule for new campers under production. Supervising canvas room staff. Completing repairs and modifications to canvas as required.

Where are you from?

Portugal

How long have you been in the country for?

Since 1971.

Do you have a family?

Yes, 2 children and 8 grandchildren.

What do you like about working at Cub?

Having worked at Cub for 27 years, the security is very important to me. I have learnt many skills that have allowed me to grow, especially regarding technology. It is great to work for a family owned Australian Company.

Meet the Owner

THE STANNERS FAMILY NEVER GOES BUSH WITHOUT THEIR CUB SUPAMATIC ESCAPE.

Quickly graduating from the swags and tents of their early years, the Stanners Family now see their Cub camper, a Supamatic Escape XTD, as an invaluable tool to getting away on adventures.

The Supamatic has been optioned up to suit the Stanners' own arrangements, performing well for weeks on the road at a time, and up to a week of not moving. The wheels and tyres are a straight swap for the tow vehicle (Prado 150), allowing him to carry two spares between them. LED lighting features throughout the camper, drastically reducing the day-to-day draw on the batteries.

Part of the Stanners' ethos for travelling is enjoying the journey as much as the destination, so the Cub has been towed to almost every campsite between Bourke and Broome, with the backblocks of the Diamantina being

a regular haunt for the family. For longevity and performance, the Cub was optioned with a fully galvanised chassis and independent suspension. It's been the main tool for family escape since 2010, and has been completely painless during that time.

A deep-cycle Century battery found its way into the camper as well, and the front of the camper takes two four litre gas bottles. A roll-out pantry with the kitchen makes organising and access dead-simple, and the water capacity has been nudged up to 80 litres for those extra-long trips. The rest of the storage goes under the bed and on the right-hand side of the trailer. This includes some Hillbilly spun steel cookware, an Ozpig, a Lifetime blow mould table and some nice camp chairs.



All camper trailers are
Awesome...
...until it comes time to trade up.



Cub Campers have a much better resale value than most.

Proudly Australian made since 1968

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HOW TO: **WATER CROSSINGS**

**They can be a perfectly safe thing to do,
as long as you take the right precautions.**



Few things are as exhilarating as a water crossing in a 4X4; the huge element of risk at play here is definitely what gets the adrenaline pumping. It doesn't all have to be completely risky here, however. If you take a few precautions, you'll minimise that risk right down. You'll never get rid of it completely, but if you did, then it probably wouldn't be so fun any more!

The first thing you have to do is assess the situation, and walk the crossing. If there is fast-moving water, then forget about it. Especially when you are towing a trailer, even a small amount of moving water has enough power to shift your vehicle off the crossing and send it downriver, the risk simply isn't worth it.

Once you are in the water, you are able to find out a few valuable gems of information. Firstly, you can really see how deep it is. It can be tricky to figure out how deep something is by looking, and that long stick you grabbed out of the bush can only go so far. You can also assess the bed of the river as well and identify any risks there: Is it muddy and soft, hard and rocky? Is there any big boulders or deep holes that you should be aware of? Whilst walking around, you can plan the line that you take, looking for the line of least resistance. An added benefit here is that your car has had a chance to cool off a bit; oils, manifolds and braking parts can get really hot in operation, and some awful things can happen when they are forced to cool down rapidly.

Okie dokie, so you have established that the crossing is indeed driveable, and you have a plan of attack ready to go. Ready to drive it? Not yet. The most important thing to think about is where your engine is sourcing its air from. If this happens to start sucking water instead of air, then you are in big trouble. It's worth checking and potentially lowering your tyre pressures as well, as you can't exactly do it when they are underwater ... It's also worth getting your recovery gear at the ready as well, so if things don't go to plan, your 4X4 is

spending as little time in the water as possible. If the crossing is really deep, you'll need some kind of water blind, and consider loosening off your fan (if it is belt-driven).

Next comes the crossing itself. Think about the gear you choose, especially if you are driving a manual. Second gear low range is a good one, as it gives you plenty of control and torque, whilst allowing enough speed to effect a 'bow wave', limiting the height of the water around the sides of the vehicle and inside the engine bay. Keep a constant speed, and stick to your plan. And don't forget, enjoy yourself!





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A travel magazine for Cub owners and enthusiasts



With Australia's **most popular** flip top camper.

www.cubcampers.com.au

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