

TRAVELLER'S Journal

A travel magazine for Cub owners and enthusiasts | Issue 5

TASMANIA

We hit the Apple
Isle in style!

HOW TO TIE A
TRUCKIES
HITCH

PLUS

**MEET THE
OWNER**

Cub Campers we've
met on the track.

**PLUS LOTS
MORE INSIDE...**

Going the Extra Mile



C O N T E N T S

Inside this Issue

- | | | | |
|----|---|----|---|
| 4 | Gear – New gear and gadgets for your next adventure | 24 | Meet the Owner
– The people out there on the road, using their Cub to see Australia |
| 6 | Towing Tips
– How to tow your camper trailer off-road | 28 | Truckies Hitch
– One of the most versatile knots you'll ever learn |
| 10 | Tasmania
– Have we found the best Christmas getaway in Australia? | 30 | Meet the Maker
– The people behind your Cub, and their stories |
| 22 | Cub Calendar
– Dates and times of when to check out the latest from Cub | | |

E D I T O R I A L

With summer looming and the weather starting to warm up, most of us are thinking about hitting the road for a week or two and escaping the rat race. But the big question is where to go?

You could head for the old favourite campsite or caravan park, not a bad option at all if you don't mind sharing with a few hundred of your closest mates, but some of us are looking for a bit more solitude when we pull out of the driveway with the Cub following along in the rear view.

But that's the beauty of living in Australia – it's a bloody big place! There are plenty of destinations to head to that don't get so swamped by the crowds and provide some truly spectacular camping. Take Tassie for example. We head there this issue, in peak season no less, and basically had our pick of the sites, which only added to a truly memorable trip.

At the end of the day though, it doesn't matter where you're heading over the holidays, as long as you're getting out there, accommodation in tow, and enjoying life off the beaten track.

See you out there!

 *The team at Cub Campers.*

Cub Spacevan

SPECIFICATIONS

- Most spacious camper in the range – but still weighs only 720kg
- Ball weight of just 37kg
- All the features of a caravan, but in a compact, 3-metre long body
- 3 different Spacevan models to choose from
- Large awning that can remain attached when folded up for towing
- Stainless kitchen and large 90L fridge



Going the Extra Mile
www.cubcampers.com.au



GEAR



DANCHE COLD MOUNTAIN LITE SLEEPING BAG

The Darche Cold Mountain Lite is available in two different temperature ratings (-12°C and 0°C) meaning there is a sleeping bag to suit the conditions you can expect to face. Another unique feature of the Darche Cold Mountain range is the generous amount of space offered. Darche even go so far as to refer to the Cold Mountain range as the monster sized sleeping bag on the market, and have three different size sleeping bags available to best suit your physical dimensions.

Priced from: \$95 depending on size. For more information, visit: www.darche.com.au



STEINBAUER PERFORMANCE MODULES

So you own a modern turbo-diesel vehicle, and love heading away with your family. The problem being, that now with all that extra weight on-board, the trusty four-wheel drive is now struggling a bit more than usual. This is where an aftermarket module such as the offerings from Steinbauer come into play. Steinbauer are a European company, who have been in the diesel tuning game since the 90s. Steinbauer manufacture more than just performance chips, they produce highly advanced electronic modules that optimise fuel delivery rather than simply increasing fuel pressure according to the Steinbauer team.

Priced On Application (vehicle specific). For more information, visit: www.steinbauer.cc/au/

G E A R



BUSHMAN PLUS REPELLENT WITH SUNSCREEN

The Bushman range of insect repellent is widely regarded as being some of the strongest insect repellent around. Rather than resting on their laurels though, the Bushman team have taken their product to the next level by releasing the Bushman Plus range with 20% DEET sunscreen. This means one application of Bushman Plus will guard you from nasty insects as well as harmful UV rays. The entire range of Bushman Plus is sweat, water and rub resistant making it rather useful in warmer climates or when outdoor activities are involved. The Plus range is also available in a variety of applicator bottles too, including traditional spray or roll on.

Priced from: \$7. For more information, visit: www.bushman-repellent.com



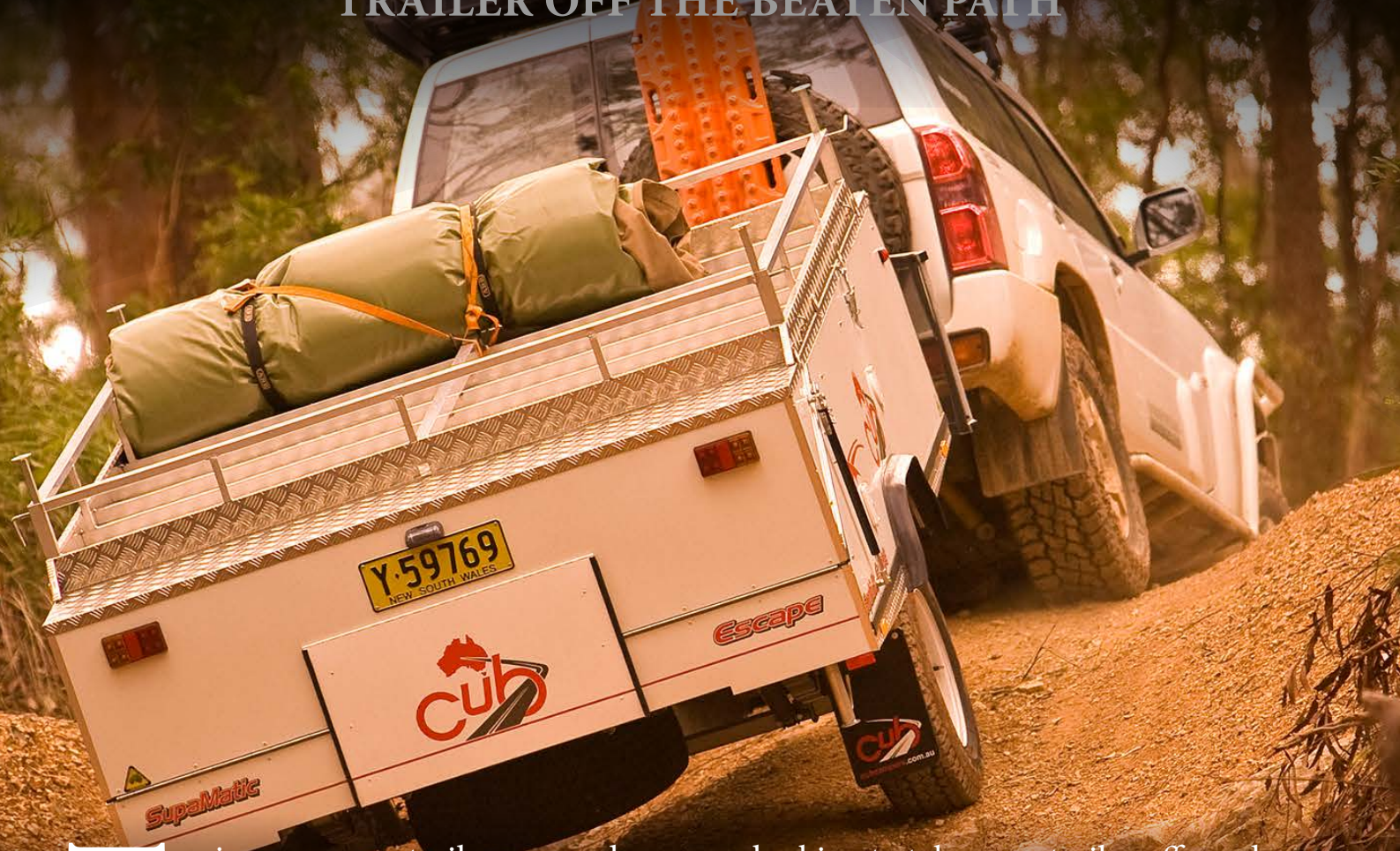
CUB CAMPER FOUR-BURNER STOVE UPGRADE

If you are thinking about purchasing a Cub Camper and have the desire to create culinary delights in the bush (or just have many hungry mouths to feed), then the four-burner upgrade from Cub could be for you. All Cub Campers come with a kitchen area, or at least the option to have one installed which for the most part will arrive off the showroom floor with a two-burner gas stove. But if you need more burners for your camper, why not look at having the four-burner gas stove option installed at the same time.

Priced from: \$290. For more information, visit: www.cubcampers.com.au

PULLING YOUR WEIGHT

TOWING IN THE BUSH IS NOT AS HARD AS YOU THINK,
HERE ARE OUR TIPS FOR TAKING YOUR OFF-ROAD
TRAILER OFF THE BEATEN PATH



Towing a camper trailer on-road can be a tricky business, especially when you're backing into a parking spot, negotiating a tight turn or dealing with heavy traffic when passing through urban centres. Sure. It's all easily mastered with a little practice, yet when it comes to towing off-road, there is a whole new set of rules to learn and obstacles to conquer. Before we jump into this topic however, it's worth pointing out that if you

are looking to take your trailer off-road, make sure it's built for the job with proper suspension and sturdy construction – it has to be off-road rated.

While it would take much more room than we have here to list every single driving technique for every possible scenario you're likely to encounter in the bush, we've come up with a short-list of things to think about next time you're heading off the blacktop.



Keeping the weight evenly distributed across the axles can make a big difference to off-road performance

WEIGHT DISTRIBUTION

The axles on your tow vehicle and trailer are the things that support the weight of just about everything from your camping gear, fishing stuff, food, drinks, fridges, and clothes to fuel and water tanks, bar work, passengers and anything else you pack when leaving for a trip. Organising your gear so that the majority of the weight is as close to on top of the axle is going to make their job a lot easier. The further heavy items are placed away from the axles, the more leverage is developed and the more stress on the entire vehicle or trailer there is. Chances are, you're not going to need that spare engine block and transmission assembly on your next trip so leave them at home – weight is the enemy.



Practicing tight manoeuvres in an open area before you leave will familiarise you with your trailer's handling characteristics before you need them

HANDLING DYNAMICS

Towing a trailer through the bush adds a fair bit to your vehicle's vital statistics, specifically weight and length. This is not necessarily a big deal, especially with lightweight and compact camper trailers like the Cub, but it does require slight adjustments to your driving style.

You need to take corners wider to avoid trailer damage on trees or rocks and you also should allow yourself greater stopping distances, particularly when driving on blacksoil and mud.

As the brakes are being asked to pull up a larger mass, use engine braking where possible to avoid fade when tackling long downhill sections.

Make sure you practice your driving with a trailer hitched up before you leave for that big trip. Get comfortable reversing, braking heavily and negotiating tight manoeuvres in a quiet car park or grassy area to familiarise how you, your vehicle and your trailer will react to different situations that you'll encounter off-road. Keep in mind that hill you got up effortlessly in 3rd high last weekend may need low range to be engaged with the trailer in tow. There's no substitute for seat time and practice makes perfect.

TYRES

Trailer tyres are one of the most often overlooked aspects of off-road performance. The tyre pressures should really be dropped as soon as you engage 4WD. The trailer and vehicle weight will determine the acceptable pressure so have an experiment to see what will work for you. Great excuse for a beach trip we reckon!

Getting the pressures right is an important for safety too. We've often seen people driving in the desert with trailers without proper suspension and shock absorbers and way too high tyre pressures. Their trailers spend more time in the air than on the ground, and they wonder why they fall apart. If the trailer is bouncing then the pressures are too high and you're going too fast, which brings us to our next point...

Make sure your trailer is off-road ready and equipped with a proper suspension set-up



Driving thousands of kays over heavily corrugated roads can damage almost any vehicle. Make sure your trailer is up to the job and keep the speeds down



Some off-road obstacles will have to be tackled in a different gear than when driving unladen





By slowing down a bit, you'll actually see a lot more of the country. You're out in the bush – what's the rush?

SLOW IS SMOOTH, SMOOTH IS FAST

Driving at speed with a trailer affects everything from your fuel efficiency to the likelihood of incurring damage on the tracks. Keep the speeds low and drive with mechanical sympathy and your trip will go much smoother and

ultimately be more enjoyable. Besides, it gives you more time to enjoy this wonderful country, which is hardly a bad thing. Take your time and don't drive simply to get to a destination, ease off the throttle and don't rush. You'll be surprised by how much more you'll see and appreciate. ■

ESCAPING THE CROWDS

THE APPLE ISLE HAS
A SMORGASBORD OF
BEAUTIFUL, EMPTY
CAMPGROUNDS AND
SHOULD BE TOP OF
YOUR LIST FOR TOURING
DESTINATIONS THIS
SUMMER.





Packing up and heading out into the bush over Christmas is one of the best ways to spend the break... the only problem is that everybody else thinks so too. You can be hard-pressed to find your own little slice of paradise away from the hordes during the peak season, which means you have to travel further afield or think outside the box if you want to enjoy a campsite on your own.

We were facing this very dilemma with the school-holidays looming. Rather than spend the next few weeks surrounded by other families in an overcrowded caravan park, we were keen to get out and try somewhere new... Why not Tassie? Surely the Apple Isle is far enough off the beaten track and we'd

be able to find plenty of peace and quiet. Not to mention it's highly regarded as one of the most beautiful parts of the world. Decision made!

A few days later we found ourselves in Port Melbourne, Cub Camper in tow as we boarded the Spirit of Tasmania. We'd decided to make the crossing to Devonport at night so as not to miss out on any daylight hours that could be better spent exploring. We drove off the boat in the early morning and were looking forward to jumping straight into our Tassie adventure.

The plan was to stay off the blacktop as much as possible; we set a course for Launceston and then headed due east through the many State Forests in the area, making sure to stop off at Ben





Camping at the Bay of Fires
– there's worse ways to
spend a few lazy days



TASSIE TIPS

- Book the Spirit of Tasmania well ahead to guarantee you get there (and, more importantly, get back again).
- If towing a van or camper, make sure you measure the entire length from the front of the vehicle to the back of the van as extra charges can be applied on the Spirit of Tasmania if you underestimate your overall length.
- Avoid wasting precious time by sailing overnight. This way, you maximise your holiday time.
- Research campsite options before you go. There's lots of self-sufficient camping to choose from. Check out the Wikicamps app on App Store and Google Play.
- Eat the local cherries and berries – they're massive, cheap and good for you.
- Buy your National Parks passes and any fishing licences before you travel.
- Discounted tours and tickets to many local attractions can be purchased from the tourist office onboard the Spirit of Tasmania.
- Wetsuits add some warmth when swimming in what can, at times, be cool waters.

Lomond National Park, home to the infamous Jacobs Ladder which climbs to Tasmania's second-highest peak at Legges Tor. The dirt track features switchback after switchback as it ascends the dolerite cliffs and once you finally reach the summit you're rewarded with an amazing view from the lookout. The drive back down was just as precipitous as the ascent, especially with the trailer in tow. As always, those heading downhill give way to those coming up, so you need to keep your eyes well ahead for oncoming traffic.

We continued our eastward heading and followed the banks of the South Esk River which is a trout fishing

enthusiast's paradise. Resisting the urge to pull over and start flicking some flies, we continued on towards St Helens and the Bay of Fires, where we found a beautiful little campsite on the southern side of the Sloop Rocks camping area.

The Bay of Fires runs from Binalong Bay to the south to Eddystone Point in the north. At times, you could be forgiven for thinking you were somewhere much more tropical with its spectacularly bright orange lichen coastal rocks, turquoise blue water and sugar-white sandy beaches. On a clear day, this has to be one of the prettiest sites in the world. No surprise that we based ourselves here for four days over Christmas. There's plenty of campsites throughout

this area with varying levels of facilities; but we were surprised at how easily we managed to pick up a spot right on the coast where we could swim, fish and kayak to our hearts' content.

A few short days later we were ready to continue our Apple Isle adventure. We struck out south towards Port Arthur, taking in the towns of Bicheno and Swansea on the way as well as other 'must-see' highlights such as Wineglass Bay on the Freycinet Peninsula.

Port Arthur has plenty of history to take in, which we very much enjoyed, however there isn't a lot of camping options around the Tasman Peninsula outside of the local caravan parks. There is the option of Fortescue Bay in the

Sunset Beach is
well named...



Tasman NP, but this requires booking well in advance to secure a spot. We were lucky to come across a relatively new private campground south of Dunalley called Sunset Beach which was well named as the views at dusk were nothing short of spectacular.

After a pleasant night we moved on to what I reckon is a must for any Tassie trip – Bruny Island. You need to catch a ferry over to the island from Kettering but it's only a 20min voyage and well worth the effort. We drove off the docks and stopped at the cherry shop (Tasmanian cherries in summer have to be experienced first hand; they're massive and delicious!) before moving on to Cloudy Bay. A short beach drive later and we were at a gorgeous little campsite that was the perfect base from which to explore the rest of the island as well as a beaut little swimming or fishing spot. If you like your saltwater crayfish (southern rock lobster) then this place will be your idea of heaven.

Out of the water, Bruny Island also has a host of attractions that any outdoor enthusiast will love. There's plenty of four-wheel driving through the state forest, the fairy penguin colony at 'the Neck', local wineries, whisky distillers and berry farms to keep you entertained and make sure you take the opportunity to get to the lighthouse for some amazing views out over the ocean. The next landmass to the south? Antarctica.

We spent a few days on Bruny and loved every minute of it, however we hadn't even covered the whole east coast yet and we still had plenty of Tasmania left to explore so we jumped back onto the ferry and made our way back to the 'mainland'. We continued our way south until reaching the southernmost town in Australia,



The drive up Jacob's Ladder with a trailer in tow is not for the faint of heart



Cockle Creek, visiting the Hastings Caves and Lune River on the way. After a well-earned night at the Cygnet Hotel (top pub if you ever make it down this way) we decided that even after ten days in Tassie and seeing a lot of the east coast, we realised we could easily spend twice as long here and still probably not see everything on offer, plus we had a limited amount of days left to us and didn't want to miss out on what central and western Tasmania had to offer, so we pointed our bonnets north and west and got back on the road.

We kept to our plan of staying off-road as much as possible and paralleled the Derwent River through the central highlands. After passing a multitude of

cherry and berry farms (seriously, the local produce in summer here is simply unbelievable) we climbed a very muddy track to the top end of Lake Repulse. There were water birds, platypus and we even heard the night time screams of Tasmanian devils around the fire that night. It was surprising to see we had the place almost to ourselves given the time of year.

The next day we continued west over the Derwent Bridge, past the mountains surrounding Lake Burbury and through Queenstown before starting our descent into Strahan, which was marked by the wondrous smell of Huon Pine. The area has a long logging history and tours around Macquarie Harbour are available



and highly recommended.

Moving north, we put down roots for the evening in yet another spectacular campground near Cradle Mountain alongside the beautiful Lake Lea.

This area is a tourist hotspot and it's not difficult to see why. We spent the day hiking to the summit of Cradle Mountain and were rewarded with breathtaking views of the icy mountain lakes below us.

Northwest of Cradle Mountain lies Tasmania's 4X4 heartland. The Arthur Pieman Conservation Area. There's heaps of fantastic off-road driving, including many creek and river crossings requiring careful negotiation of washed-out bridges. You'd be well

advised to seek local knowledge to avoid backtracking. Some areas also require additional vehicle and/or camping permits, so be sure to check with Parks Tasmania before heading off.

With our time in Tasmania coming to an end, we drove east along the north coast through the town of Boat Harbour, which again could have been mistaken for a tropical oasis. Onwards towards Wynyard, Burnie and back to Devonport, we couldn't help but feel we somehow wanted to stay. We'd experienced so much on our trip yet there was still so much to see and do.



Our kids ate kilos of freshly picked raspberries, and we camped in some of the most pristine scenery on the planet. The seafood is abundant throughout, whether you catch it yourself or have it served up on a platter. And of course, the convict history is evident right across the island. But what was most apparent to us was the ease with which we could move about. Camping next to remote rivers or in National Parks and reserves was a breeze. By early January, the crowds – if you could call them that – had dissipated. At times we had to remind ourselves of the time of year. So if you're up for a touring adventure at a time when other parts of the country are bustling, you'd be hard pressed to find a better place to head than Tasmania. ■

PERMITS AND OTHER INFORMATION

Parks Tasmania and the many National Parks and Conservation Reserves it manages have a range of information on camping and touring. For more information about these, go to www.parks.tas.gov.au.

Additionally, one of the best campsite references is the Wikicamps app. You can download all of the campsite info to be used offline (and it was definitely well used on our trip).

The tourist office on the Spirit of Tasmania has a world of information, including brochures for most of the attractions in Tasmania.

Crater Lake at Cradle Mountain provides a beautiful backdrop for our hike to the summit



Cub camper trailers are
Awesome...
...especially when it comes time to trade up.



Cub Campers have a much better resale value than most.

Proudly Australian made since 1968

NSW | QLD | WA | SA | VIC

www.cubcampers.com.au



Show Calendar

THE CUB CALENDAR

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

21st – 24th JAN

Geelong Caravan, Camping & Outdoor Expo

*Geelong Showgrounds
Geelong, VIC*

30th – 31st JAN

4WD Spectacular & Outdoor Recreation Show

*Queanbeyan Showground
Queanbeyan, NSW*

5th – 7th FEB

Newcastle Caravan, Camping & Holiday Expo

*Newcastle Entertainment Centre & Showground
Brown Road, Broadmeadow, NSW*

17th – 21st FEB

SA Caravan & Camping Show

*Adelaide Showgrounds
Wayville, SA*

19th – 21st FEB

Seymour Alternative Farming Expo

*Kings Park
Seymour, VIC*

19th – 21st FEB

Illawarra Caravan, Camping, 4WD, Fish and Boat Show

*Kembla Grange Racecourse
Wollongong, NSW*

24th -29th FEB

Victorian Caravan, Camping & Touring Supershow

*Royal Melbourne Showgrounds
Ascot Vale, VIC*

26th – 28th FEB

Royal Canberra Show

*Canberra Showgrounds & Exhibition Centre
Mitchell, ACT*

1st – 3rd MAR

Wimmera Machinery Field Days

*Wimmera Events Centre,
Longerenong, VIC*

4th – 6th MAR

Ballarat Great Outdoor Expo

*Ballarat Showgrounds
Ballarat, VIC*



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

Name the Aussie track and
chances are,
we've already
been there.

Glasshouse Mountains

Outback NSW

Gibb River Road

French Line Simpson Desert

Canning Stock Route

Cape York

Moreton Island

Tassie West Coast



Cub Campers - trusted for over 40 years of adventure.

Proudly Australian made since 1968

NSW | QLD | WA | SA | NT | VIC

www.cubcampers.com.au

1300 CAMPING (1300 226 746)



Meet the owner: **Allie and Dale** **Fairbank**

We bought our camper - a Kamparoo Brumby in April 2014 so we haven't had it all that long but have had some great times with it in that short space. Before the camper we would just take a swag and a little gas BBQ.

We did a few small weekends away to get used to it and then did our first big trip to Fraser Island in October 2014

for two weeks. We live in Cobar NSW so just getting there was 1300km. We took it all over the island including through Indian Head and to Orchid beach. We were told beforehand we wouldn't make it anywhere because we were towing a camper... We were fine and had an awesome time, met the local dingoes and explored the whole island.







After Fraser for Christmas 2014 we went to South Australia and camped at Port Hughes and then on the beach near Minlaton on the Yorke Peninsula to see in the New Year. And yes, we were well and truly over sand by the time we got home! We like to take our bikes and kayaks with us so we can explore where we are staying.

Our next big trip wasn't until June this year when we did an outback trip for 10 days starting at Cobar through Louth, Tibooburra, Innamincka, Moomba, Lyndhurst, Maree, Flinders Ranges, Gawler. There was a lot of rain and mud this trip and we had recently changed our ute from the LandCruiser to the HiLux (better tracking on sand

and a bit more comfortable on long trips). We had a great time meeting other travellers at each stop - generally rained in for the night and normally they were laughing at us as we were the youngest ones there (I'm 27 and Dale's 30).

As for our future trips, we are currently adding a swing away bar to the rear of the camper to take some weight off the drawbar. At Christmas we are heading back to the beaches near Minlaton with our kayaks for a week and then we would like to plan a big trip; take a couple of months and see outback Australia - Northern Territory and Western Australia. ■

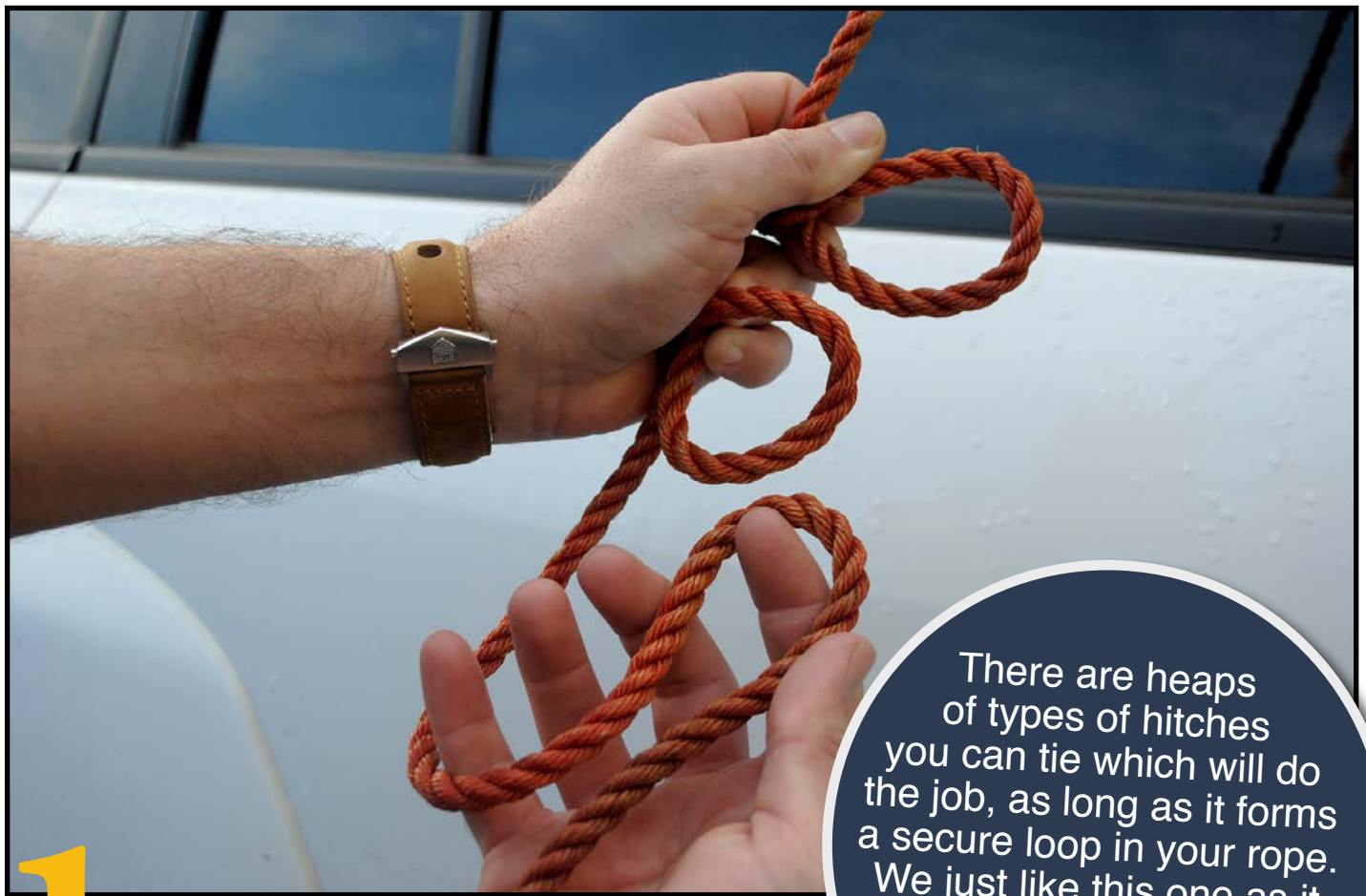


The Truckies HITCH

Throw away your ratchet straps, we show you how to tie probably the most useful knot in the world

When it comes to securing your gear safely and securely, you need to know a failsafe method of tying it down with some rope. Don't get us wrong, ratchet straps are excellent products and well worth their price, but straps can fray and ratchet mechanisms can seize up

and break and leave you wondering where the swag that was on being carried on the top of your trailer went. With that in mind, we thought we'd show you one of the handiest and most versatile knots in the business: the venerable Truckies Hitch.



1

Secure your rope at one end. Now make two loops in the rope. Double the rope over just beneath these two loops

There are heaps of types of hitches you can tie which will do the job, as long as it forms a secure loop in your rope. We just like this one as it will come undone without binding with all types of rope.



2 Feed the doubled section up through your two loops



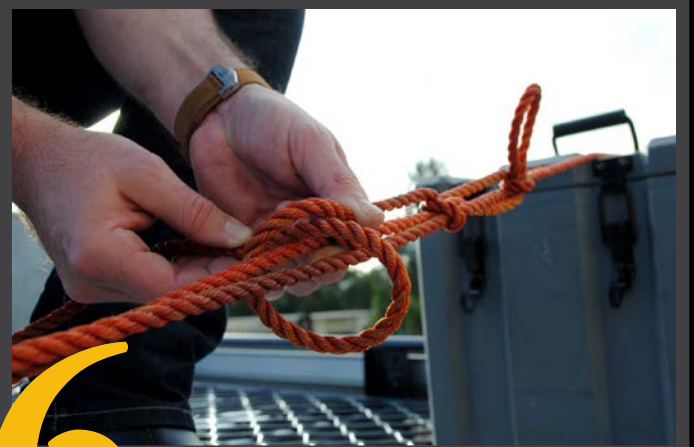
3 Hold the newly formed top loop in one hand and pull the bottom loop to tighten the slippery hitch



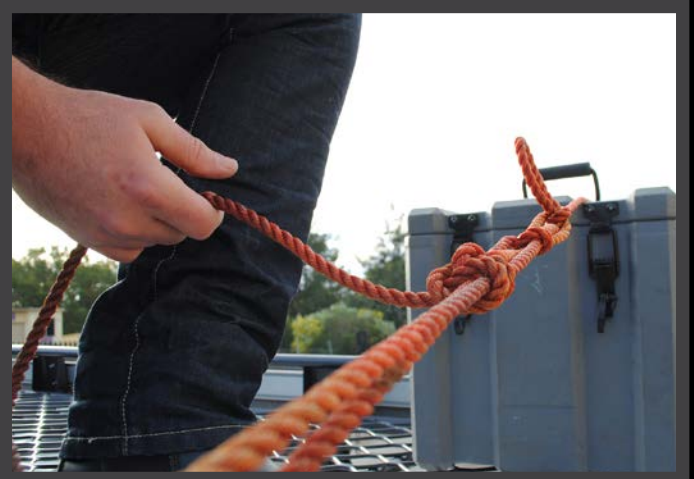
4 Run the tag end of the rope around an anchor point and thread it back through the bottom loop of your slippery hitch



5 Pull the tag end as tight as you can (put your entire body weight into it if possible) and hold the tightened rope in place at the loop



6 Run a couple of half hitches over the rope to hold the knot in place.



7 The beauty of this type of slippery hitch is that it will hold secure with any sort of rope (including hemp and nylon) without coming loose and will easily come undone without binding with a simple tug on either end when we're ready to pull our space case off our roof.



Meet the Makers

THE PEOPLE BEHIND CUB CAMPERS, AND THEIR STORIES.

Name: Lisa Welch

Department: Sales/Reception

How long have you been working at Cub for?

Nearly 5 years.

What does your job entail?

Receptionist, customer service, sales support.

What are the most important things about your job?

Communicating with customers and handling enquiries.

Where are you from? Australia.

Do you have a family?

Married with 3 daughters.

What do you like about working at Cub?

It's great to be part of a team who are proud of our Australian made product. I love meeting our customers and hearing about their travels in their Cub Campers. ■



TRAVELLER'S Journal

A travel magazine for Cub owners and enthusiasts



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

www.cubcampers.com.au

1300 CAMPING
(1300 226 746)

CUB CAMPERS QLD

30 Kingston Road
UNDERWOOD
QLD 4119
cubcampersqld@cubcampers.com.au

CUB CAMPERS NSW

23 Loyalty Road
NORTH ROCKS
NSW 2151
cubcampersnsw@cubcampers.com.au

**DAVE BENSON CARAVANS
SOUTH AUSTRALIA**

64 Grand Junction Road
KILBURN SA 5084
sales@davebensoncaravans.com.au

CUB CAMPERS VIC

1494 Sydney Road
CAMPBELLFIELD
VIC 3061
cubcampersvic@cubcampers.com.au

**OFF ROAD EQUIPMENT
WESTERN AUSTRALIA**

61 McCoy Street
MYAREE WA 6154
sales@offroadequipment.com

CUB CAMPERS NEWCASTLE

Unit 2/2316 Pacific Highway
HEATHERBRAE
NSW 2324
nct@cubcampers.com.au