

November/December 2013

# Toyota Trails

A Publication of the Toyota Land Cruiser Association





**LOWEST PRICES**  
**AFTERMARKET & O.E.M**  
**Quick Shipping**

 **onlinetoyotaparts.com**

1-800-613-2921  
onlinetoyotaparts.com



November/December 2013

# Toyota Trails

A Publication of the Toyota Land Cruiser Association

## Table of Contents

<b>Trail Leader</b> by Ross Woody	<b>2</b>
<b>Trailhead</b> by Todd J. Kaderabek	<b>4</b>
<b>Tech Exchange</b> with Tony Konovaloff	<b>6</b>
<b>Fischer East Trail, McLean Creek, Alberta</b> by Red Diesel Photography	<b>13</b>
<b>Pacific Mountain Cruisers 16th Annual Swap Meet and Car Show</b> by Dave Thomas	<b>14</b>
<b>Event Calendar</b>	<b>17</b>
<b>The Open Gate</b> by Greg Mumm	<b>18</b>
<b>Third Annual 100s in the Hills</b> by Josh Lassiter	<b>19</b>
<b>Truck Tech</b> by Roger Brown	<b>23</b>
<b>Exploring the UAE</b> by Joel Ericson	<b>25</b>
<b>Membership Application</b>	<b>29</b>
<b>Merchandise</b>	<b>30</b>
<b>Thrill on the Hill</b> by Phillip Jones	<b>31</b>
<b>McGrew Trail Ride 2013</b> by Eric Agee	<b>35</b>
<b>40s Only Run</b> by Suzie Crase	<b>37</b>
<b>Toys on the Rocks—30th Anniversary</b>	<b>41</b>
<b>Chapter Directory</b>	<b>44</b>
<b>Slee Off Road Rear Bumper Installation— 100 Series Land Cruiser</b> by Stan Wright	<b>45</b>
<b>T100 Travel—Through Time &amp; Testosterone</b> by Mark Draxler	<b>49</b>
<b>Premier Business Member Directory</b>	<b>50</b>
<b>For Sale</b>	<b>52</b>
<b>Photo Shop</b>	<b>52</b>

If you'd like to read *Toyota Trails* on your iPad, computer or other device, you can access a complete PDF of this issue (and the previous five issues) online. Enter the following username and password at [www.tlca.org/members](http://www.tlca.org/members) to access this content.

**Username:** [REDACTED]  
**Password:** [REDACTED]



**ABOVE:** Karin-Marijke Vis and Coen Wubbels, meeting other Toyota overlanders on the Carretera Austral in Patagonia.

Photo by Coen Wubbels

**ON THE COVER:** Toyota Trail Riders member David Aurzada with his FJ Cruiser, descending the Christmas Mountains near Big Bend National Park, Texas.

Photo by Christopher Mann ([www.mannphoto.com](http://www.mannphoto.com))

Toyota Trails - Issue #6  
Toyota Trails is a bi-monthly publication  
Printer: American Web, Denver, CO  
Canadian Post Publications Mail  
Agreement No. 40065056  
Canadian Return Address:  
DP Global Mail  
4960-2 Walker Rd.  
Windsor, ON N9A 6J3

A Publication of the  
Toyota Land Cruiser Association  
104 NW Pecan St.  
Blue Springs, MO 64014  
(800) 655-3810  
Membership Services  
(800) 655-3810

## TLCA MEMBERSHIP

Individuals	1,925
Business	19
Chapter	794
<b>Total Membership</b>	<b>2,738</b>

### MOVING?

Be sure to notify the TLCA of your new address. *w* is periodical mailed, meaning the post office won't forward your magazine unless you upgrade to the First Class option (\$15.00). Email [membership@tlca.org](mailto:membership@tlca.org), or call Jennifer Lorincz at (800) 655-3810.

The Toyota Land Cruiser Association (TLCA) and its publication *Toyota Trails* are not affiliated with or authorized by Toyota Motor Sales, U.S.A., Inc.

**2013 TLCA  
OFFICERS & COMMITTEES****President**

Ross Woody  
513 Lockwood Drive  
Vallejo, CA 94591  
(707) 235-0247  
rosswoody@earthlink.net

**Executive Vice President**

Erik Christiansen  
104 NW Pecan St.  
Blue Springs, MO 64014  
(816) 943-5705  
(913) 486-3745  
tornadoalleycruisers@yahoo.com

**Administrative Vice President**

Nick Stone  
6020 Lantana Lane  
Fort Worth, TX 76112  
(817) 455-5060  
diesel42@sbcglobal.net

**Secretary**

Perry Lowery  
6911 Northridge Drive  
Dallas, TX 75214  
Plowery42@yahoo.com

**Treasurer**

Casey Campbell  
726 53rd Street  
Des Moines, IA 50312  
(641) 791-8044  
(515) 314-3255  
cmc Campbell@gmail.com

**Eastern Individual Rep.**

Kyle Massengale  
122 Chatham Circle  
Madison, AL 35758  
HOTSouthCruisers@gmail.com

**Central Mountain Individual Rep.**

Josh Marten  
Flower Mound, TX  
(214) 675-3530  
joshmarten@hotmail.com

**Western Individual Rep.**

Marcel Clement  
19271 North 78th Lane  
Glendale, AZ 85308  
(602) 206-4776  
FJ40\_Landeruise@cox.net

**International Individual Rep.**

Charla Downey  
R.R#2, Site 13, Box 6  
Red Deer, Alberta  
T4N5E2  
ratpuke@gmail.com  
(405) 354-5505

**Administrator**

Jennifer Lorincz  
104 NW Pecan St.  
Blue Springs, MO 64014  
membership@tlca.org

**Marketing Vice President**

Bill "Billybongo" Wright  
P.O. Box 309  
Oceanside, OR 97134  
(503) 539-1705  
billybongo63@msn.com

**Advertising Sales Manager**

Chris Hatfield  
23600 E. Maples Hills Ave.  
Parker, CO 80138  
(720) 230-6951  
hatfieldcb@yahoo.com

**Toyota Trails Managing Editor**

Todd J. Kaderabek  
8 Corbran Drive  
Fairview, NC 28730  
editor@tlca.org  
(828) 712-1982

**Webmaster**

Matt Farr  
7337 S. Hudson Way  
Centennial, CO 80122  
(303) 918-7099 day  
(303) 224-0255 evening  
tlca.webmaster@gmail.com



## Trail Leader

Last night, I was at a get-together with some of my old coworkers and after discussing the Rubithon article, one of them asked, "How can you possibly call that a vacation?" It got me to thinking about these trips and I wonder how many other people feel like we are crazy?

My thought is that a vacation is a break from your regular life—and it's a way to re-energize yourself. For this coworker, the typical vacation is rest, relaxation, drinks by the pool and room service—maybe a cruise to Mexico or a pre-packaged trip to Europe. I would call that a passive vacation, where you let the trip come to you and each day is planned.

The alternative would be an active vacation, such as hiking, biking, mountain climbing, rafting, skiing or four-wheeling. I prefer the active method, with some parts of passive mixed in. I think that the mental process of driving some of these trails gets a different part of the brain and body engaged, which at the end should bring a balance to us. It also gives us some control over what is going to happen during the vacation, as we can say when, where and how we get somewhere, along with how long we stay and when we will leave. In many cases, we are putting ourselves into positions that require a unique resolution and when we finish, the next person may not have the same experience.

I attended the McGrew Trail Ride this year and had a great time yet again. No equipment failures (yeah!) but I do have a nice gouge running down the passenger side of my FJ Cruiser. It turns out that my new 35's kicked up a small, fallen tree, which popped right up onto my new sliders and then the tree rubbed all the way down the body. It's just another reminder of the McGrew Trail—and

Jefferson State Cruisers did another outstanding job hosting the event.

One of the things that we seem to be plagued with on the west coast is fire. There was a fire that started a day or two before McGrew and then last month, we had the Rim Fire in Yosemite. The Rim Fire was the result of an illegal campfire and is a reminder to all to make sure you are aware of fire restrictions and to have plenty of water and a shovel whenever you have an open flame. While fires are part of the normal ecology for forests, we as outdoor enthusiasts do not need to be the people responsible for their destruction.

Our TLCA elections are upon us and as always, we need people to step up and run for office. This year, we will elect Executive VP, Secretary, Western IR, Eastern IR and International IR. Nominations opened in October and close in November, with voting at the December meeting. Any current TLCA member is eligible to run for office. Full descriptions of the duties are available on the TLCA home page.

Finally, our best wishes go out to those affected by the recent floods in Colorado. Flooding cut off our own Tech Editor, Robbie Antonson, but as one would expect, Robbie and his family were prepared with plenty of supplies on site. Robbie has been working with his neighbors to repair the main road into his area, as well as cleaning up flood damage to his basement. Todd has arranged a pinch hitter for this issue and we hope to see Robbie back on line for the next issue.

Take care, be safe and have fun!

**ROSS WOODY**

TLCA President



**RESPECTED  
IS OPEN ACCESS**  
www.treadlightly.org

**DON'T LEAVE YOUR HOME ON THE RANGE.**  
Illegal dumping can force public and private land managers to close access to your favorite places. Keep lands open to the public by reporting illegal dumping when you see it happening. Because respected access is open access.

**treadlightly!**  
LEAVING A GOOD IMPRESSION  
www.treadlightly.org



**United Four Wheel Drive Associations**

an International Organization

**Dedicated to Promoting the Great Outdoors!**  
We encourage you to become a member of the United Four Wheel Drive Associations. Your membership provides you with priceless benefits of friendship and camaraderie, and it helps protect your rights for driving off-highway. Please visit our website for more information and membership application.

**www.ufwda.org**

7135 S. PR Royal Springs Dr., Shelbyville, IN 46176 Phone: 1-800-448-3932



**LOUISIANA LAND KREWESERS**  
**MARDI KRAWL**  
**HAWK PRIDE MOUNTAIN TUSCUMBIA, AL**  
**APRIL 10-13, 2014**

**2ND ANNUAL MARDI KRAWL**  
**APRIL 10-13, 2014**  
**HAWK PRIDE MOUNTAIN ORV PARK**  
**TUSCUMBIA, ALABAMA**

Registration will include a t-shirt, meal, and driver's raffle ticket.  
Additional meal tickets and t-shirts can be purchased during on-line registration.. Raffle tickets will be on sale at the event.  
Park fees will be payable to the park upon arrival.

For registration and event info  
[www.LaLandkrewesers.com](http://www.LaLandkrewesers.com)  
[www.Facebook.com/Mardikrawl](http://www.Facebook.com/Mardikrawl)

\*This is a TLCA sanctioned event open to all make of 4x4 vehicle. All vehicles subject to a tech inspection upon arrival.  
Refer to TLCA guideline for requirements.

**LOUISIANA Land Krewesers**  
NEW ORLEANS • BATON ROUGE • NORTH SHORE

**Toyota Trails**

**Publishing Office**  
8 Corbran Drive  
Fairview, NC 28730  
(828) 712-1982

**Managing Editor**  
Todd J. Kaderabek  
editor@tlca.org

**Design and Production**  
Evolutionary Graphics  
charlie@evolutionarygraphics.com

**Technical Editor**  
Robbie Antonson: techeditor@tlca.org

**Advertising Manager**  
Chris Hatfield  
(303) 324-8751  
hatfieldcb@gmail.com

**Editorial Submissions to:**  
Toyota Trails  
8 Corbran Drive  
Fairview, NC 28730  
editor@tlca.org  
(828) 712-1982

**Truck Tech Editor**  
Roger Brown  
P.O. Box 61092  
Sunnyvale, CA 94088-1092  
Phone: (408) 247-0422  
Fax: (408) 247-1246  
r.c.brown@ieee.org

**Advertising and Editorial Deadlines**  
January/February issue, due November 15  
March/April issue, due January 15  
May/June issue, due March 15  
July/August issue, due May 15  
September/October issue, due July 15  
November/December issue, due September 15

**Business Advertising:**  
Space must be reserved by above dates.  
For rates and specifications  
call (303) 324-8751 or  
E-mail: hatfieldcb@gmail.com

**Classified Ads:**  
See "For Sale" section  
for rates. Ads run for two issues.

Editorial contributions are welcome and should be accompanied with SASE for return of materials. Information in this newsletter is from varied sources and TLCA gives no warranty nor claims responsibility as to the accuracy or completeness.

All submissions to Toyota Trails may be published by TLCA in different media. TLCA holds copyright over material published in Toyota Trails, on the web and in promotional materials manufactured by TLCA.

All material published in Toyota Trails is protected by copyright. No material can be used or reproduced without express permission of the Publisher.

**Printer:**  
American Web, Denver, Colorado.  
Canadian Post Publications Mail  
Agreement No. 40065056  
Canadian Return Address: DP Global  
Mail, 4960-2 Walker Road,  
Windsor, ON  
N9A 6J3.

**A Publication of the  
Toyota Land Cruiser Association**  
104 NW Pecan St.  
Blue Springs, MO 64014  
(800) 655-3810

**Membership Services**  
(800) 655-3810

# Trailhead

I need a bumper sticker that reads, Just Say No To Tinkering. I just can't seem to stop myself.

It was nearly four years ago that I purchased my 2004 100 series Land Cruiser. I took my time finding it—months, if we're being honest. I knew this truck was going to be my daily driver and our family hauler so I didn't want a beater. And I'll admit that I was more than a bit disappointed to find just how beaten down some of these trucks are—especially after a few road trips to pick up what looked like the right truck. So I was selective but I finally found what I was after—low miles, interior virtually untouched, clean service records, one owner. Done.

Three years passed and I kept the truck in great shape, changed the timing belt and water pump at the correct interval, swapped out the synthetic oil every 7,500 miles—just the routine maintenance. Then came a day when I knew that despite being reluctant to spend the money, I needed new tires. New stock tires, right?

Wrong. I figured as long as I was buying new tires, I might as well go with something a little more aggressive than the current Michelins and after a good bit of research, I settled on Niitto Terra Grapplers. But what size...?

A friend had just stuffed 285's under his 2002 Land Cruiser so I figured, why not give that a shot. A bit of a step up from the 265's, aggressive tread but still a good highway tire—what could go wrong?

Not much—initially. My local tire shop needed to order the tires and in doing so, noticed that 305's were quite a bit less expensive than the 285's. Did I want to go with 305's and crank up the torsion bars to make room? They didn't have to ask me twice....

On page thirty-six of the September/October issue, we incorrectly credited the photographer of the "stock FJ60 flexing along the southwest Missouri trails." That photograph was actually taken by Chris Moore. We regret the error.



So off I went with my new tires and my somewhat lifted truck and all was well. Except that over time, the handling of the truck really began to wear on me. The rear end was very loose and sagged badly under loads, while the front end was as stiff as you would imagine. In short, my "lift" had ruined the geometry of my truck's suspension.

Solution? Let's tinker some more....

I opted for OME shocks for the 100 series but instead of 100 series springs, I went with OME 866 springs—80 series springs. The theory—as explained by people much brighter than me—is that the 866 levels out the torsion bar lift and the spring rate works perfectly under heavy loads in the 100 series. With some trepidation and many thoughts about the logic in moving even further away from what the Toyota engineers had in mind, I ordered the parts.

I don't own the wrench to take off the top nut on the rear shocks and I have something of a history of crushing my fingers in springs so I farmed out the job to my local mechanic. The work went quickly and the truck came out of the shop perfectly level. Next stop was the alignment shop, where the front end was adjusted back to spec, the steering wheel re-centered and the torsion bars turned back just a bit toward the factory settings to allow just a little twisting.

The result? The truck sits level, rides firm but comfortably and most importantly, handles very well. Plus no sagging in the rear when fully loaded. I suppose that when it comes to tinkering, the trick is to know when to stop—and when to tinker just a little more.

Be safe.

**TODD J. KADERABEK**

Fairview, North Carolina

# CABE TOYOTA Since 1966

Long Beach, California

Sales  
Service  
Parts

## Toyota Restoration Parts Specialists

- OEM & JDM Parts
- Reproduction - Weather Stripping
- **TRD** Performance Parts

Member of:

**T.O.R.C.**

&



## Specials

### FJ55 REPRODUCTION 1/4" GLASS SEALS

These FJ55 cargo weather strips are an excellent reproduction of the originals made with high quality materials for factory quality fit and durability.

-DEALER INQUIRIES WELCOME-



**\$115.00**  
Each + Tax  
OR **\$220.00**  
Per Pair + Tax

Limited to stock on hand. Prices subject to change without notice.

### FJ55 TAILGATE UPPER GLASS SEAL

An excellent quality reproduction made with superior materials for even better durability than the original.

-DEALER INQUIRIES WELCOME-



**\$219.95**  
Each + Tax

Limited to stock on hand. Prices subject to change without notice.

2895 Long Beach Blvd. • Long Beach, CA 90806

[www.cabetoyota.com](http://www.cabetoyota.com)

**1-877-803-2223**



**TOYOTA**  
moving forward

#### Sales Department

Mon - Fri 8:00 AM - 8:00 PM • Sat 8:30 AM - 7:00 PM  
Sun 9:00 AM - 7:00 PM

#### Service & Parts Department

Mon - Fri 7:00 AM - 6:00 PM • Sat 8:00 AM - 6:00 PM



## TOYOTA 4WD TRUCK & LAND CRUISER SPECIALISTS

exceptional **SERVICE** ~ quality **PARTS** ~ off-road **OUTFITTING** ~ recovery **GEAR**

*enjoy the journey*



970.245.5898

[WWW.SAFARI-LTD.COM](http://WWW.SAFARI-LTD.COM)

N39° 3.8629', W108° 33.3334'  
1005 PITKIN AVE, GRAND JCT, CO

with Tony Konovaloff

## Send technical questions to:

Robbie Antonson,  
TechEditor@tlca.org

# Tech Exchange

*We're happy to report that despite the severe September flooding in and around Boulder, Colorado, Robbie Antonson and his family are safe.*

*"My family and I are doing well. Our road was cut off and we lost power on Thursday. We lost our land phone line on Friday. I have been working with oth-*

*ers on the two roads we use to allow us to travel to town. The main road is the only access into and out of the mountains up and down the Front Range. It has been an adventure to say the least."*

*Clearly Robbie has more pressing issues than the Tech Exchange so we welcome Tony Konovaloff as our guest tech expert*

*for the November issue. Tony is a member of Rain Country Land Cruisers and is a frequent contributor to Toyota Trails. We owe Tony a great deal of gratitude as he took on a difficult assignment and knocked it out quickly, efficiently and with a positive attitude. Basically the equivalent of a trail fix for the magazine and it is very much appreciated.*

One of the things I have always liked about the Toyota and Land Cruiser community is its willingness to share information and offer opinions and assistance when needed. If you ever have a problem, you won't find a finer bunch of folks to help you out. Maybe it comes with the title to a Land Cruiser but pretty much anyone I know who wheels a Toyota has it....

The Tech Exchange is a great example of this as well. Robbie Antonson has been answering questions for quite a while now and he had some pretty big shoes to fill when he took the job. Lucky for us, he has an extremely broad background when it comes to our Land Cruisers. Let's hope that Robbie is able to dig out of the Boulder floods by the time this goes to press and that he and all the families affected can recover quickly.

So for this month's Tech Exchange, it is Robbie who can use the help....

As to where I am coming from... you may have noticed from what I have written for *Toyota Trails* and what you will find on our website—thewagonway.com—that I am a wagon guy to the bone. Just a bit more room for all the junk I carry, plus room for my Border Collie, Aki. I actually owned an FJ40 at one time—bought it brand new in 1978—but being young and dumb, I sold it not too



**Tony Konovaloff and Eric Burch, paused for a smile on the way into Rubicon Springs.**

Photo by Susan Konovaloff

long after. Following what was probably a twenty-year hiatus from Toyota vehicles, I picked up my sister's FJ62 and drove that for a few years until I met Eric Burch—and many of you know what happens when two like minded wagon guys get together. It took a

while to get that first dent but after that, it got easy.... If Eric was crazy enough to try it, I was usually dumb enough to follow him!

Our website followed much the same path. After wheeling together for a few years, Eric

had a great idea, along with the webmaster know-how and the rest is history. Eric set up the site and I helped fill it out. Our website comes from this general willingness to share information and knowledge. The site is about what you can do with and in a wagon but also has lots of general information for folks who don't wheel wagons. Technical know-how that comes from quite a few years wheeling wagons. Inspiration for your own adventures, as you won't believe the places you can put a wagon or any other Land Cruiser, for that matter.

For the most part, I just like tinkering with all things mechanical, small and large. I actually have a day job as a yacht carpenter, which pays the bills and the mortgage on the house. This job is an extension of what I really like to do, which is make furniture and cabinets by hand. I even wrote a book about it.

I've been married to Sooz since 1986—still amazed that she has put up with me for this long. I have two boys serving in the Air Force, with one still at home. Be sure to thank your veterans!

We have managed to stuff our wagons into some pretty amazing places over the years, mostly in the Pacific Northwest, where I live—and where Eric lived until the Navy shipped him off to the east coast. We've been broken in some amazing places as well. I have met lots of good folks on these adventures, most seated in a Toyota Land Cruiser. And thankfully they have been willing to share and help.

I hope to see you on the trails and be sure to share that know-how you have with that fellow Toyota owner who just may need it to get home....

**Tony Konovaloff**

## Correct Oil for a 2F

Hi Tony,

*I have been trying to decide what weight of oil to put in my 1983 FJ60 with 171,000 miles. Based on previous advice, I read the Bob the Oil Guy website, Motor Oil 101 to 107. If I read it right, his opinion would be to use 5w-30 in my engine.*

*So I changed my oil last month and used 5-30w and some ZDDP additive. I also installed an oil temperature gauge. My oil temperature in my city/highway driving has never got above 195 degrees, even after forty-five minutes of stop and start driving. I panicked while reading an old issue of Toyota Trails, when Mark Whatley wrote in the Tech Exchange to never use 5w-30 in a 2F. The owner's manual says to only use it for outdoor temperatures of up to 50 degrees F.*

*What should I do? Most of my driving in my FJ60 is fifteen to twenty minutes and the oil temperature usually only gets up to 150 degrees. I want to minimize the startup wear that Bob discusses.*

*What do you think?*

Thanks.

**Mel Huebner**

## WHERE DO YOU WANT TO TAKE YOUR TRUCK?

THE BURR TRAIL - MOAB, UT



METALTECH SLIDERS • TRASHAROO SPARE TIRE TRASH BAG  
4X4 LABS REAR BUMPER W/ TIRE SWING AND LADDER • BAJA RACK ROOF RACK  
ARB COMPRESSOR • LONGFIELD AXLES • 4.88 GEARS • AUSSIE FRONT LOCKER  
ARB REAR LOCKER • IRONPIG SKID PLATE

IRONMAN

C SPRING LIFT • FRONT BUMPER • 12K WINCH • SYNTHETIC WINCH LINE  
DUAL BATTERY KIT • HID AUX. LIGHTS • FRIDGE • SNORKEL



404.508.4800

ACCTOYOTA.COM

334 N. CLARENDON AVE.  
SUITE B SCOTSDALE, GA 30079

METALTECH4X4.COM



4RUNNER  
FJ CRUISER  
100 SERIES  
200 SERIES  
COMING SOON:  
80 SERIES



OFFSET LOWER LINKS FEATURING:  
CURRIE JOHNNY JOINTS AND DAYSTAR BUSHINGS  
8326 INCLUDING NEW HARDWARE



**metaltech**  
PROTECTION...EVOLVED

2700 E. 9TH ST., STE. 200 - NEWBERG, OR - 97132 - 800.839.0684

Hi Mel,

First of all, Bob the Oil Guy has too much time on his hands.... No, just kidding. I even put links to his site on my site. Lots of good information on his site.

But on a serious note, 5w-30 is too low of a viscosity for an FJ60 with that many miles—unless it's really cold all the time where you live. Mark Whatley was right on the money. Oil—for the most part—should be chosen by the temperatures where you live and where you operate the vehicle. 5w-30 is popular today because today's engines are built with much tighter tolerances than engines were in 1983—they need the thinner oil to fit tighter tolerances. And just to debunk the misconception, the "w" on the label stands for winter or cold weather, not "weight" as many suspect. I have a 1983 owners manual in front of me that has a really good temperature range chart in it for what grade oil to use in what temperature range. When in doubt, trust Toyota....

As for startup wear, that may or may not be a myth. A while back, I wrote an article on motor oil for our website and while there are claims of startup wear all over the place, nowhere could I find any evidence that anyone has actually tested this theory. While there might be a bit of startup wear, it is negligible compared to the abuse the bearings and wear surfaces take while it is being driven under load. The one thing I always do is let the oil pressure build up before taking off. Loading the engine before it gets pressure will cause premature wear. Letting it run for a few minutes allows the oil to move throughout the engine before you apply a load.

The better solution to possible startup wear is actually multi-viscosity oils. The polymers added to oil are what make them "multi weight." What exactly does this mean? 10w-40 is a 10 on the oil viscosity scale during startup but acts like a 40 when it is at operating temperature. That is what the polymers do when they get warm and it's also why it's important to do regular oil changes—the polymers wear out.

I also do not like additives. The folks who engineer oil add all sorts of things to it to get it to work. I have faith that they know more about oil than I do. What good would their product be if your engine wore out rapidly? And how exactly does ZDDP affect the additives that are already in your oil? ZDDP is a known toxin and has been linked to the premature end of catalytic converters (not a cheap part for those of you that have them). Excess ZDDP can also lead to excess wear if the concentrations are too heavy. If you do want to use it, do a bunch of research and follow the manufacturer's directions to the letter. I also think that there are oils available that have the ZDDP specifically for older cars.

I change my oil often enough that I just don't worry about it. My FJ62 has about 265,000 miles on it with no signs of the engine dying any time soon. Similarly, my 3B has almost 400,000 miles on it and they both just get oil straight from the jug. 10w40 for the FJ62 and the diesel gets 15w40 Delo 400, which is made for diesels. I run these oils year round in all sorts of temperatures. If I lived somewhere with more extreme highs and lows, I might consider a different grade but these work for where I live.

**STONEY'S**  
A U T O M O T I V E  
Your Land Cruiser is Our Priority  
Restoration • Custom Work • Parts  
Accessories Interior/Exterior  
**CALL TODAY!**  
**(772) 545-3805**  
Experience and Great Prices!



**GXR**  
4WD

[www.stoneysautomotive.com](http://www.stoneysautomotive.com)

**THE CURE FOR BBS**  
(BROKEN BIRFIELD SYNDROME)



4340 CHROMOLY BIRFIELDS & AXLES  
**LONGFIELD**  
SUPER AXLES.COM  
ORDER LINE - (360) 893-0235

Unfortunately, the only way to truly gauge wear in your engine—short of a complete tear down—is through engine oil analysis. While it is extremely common in the diesel world with heavy use engines, you won't hear of too many people doing it on a gas motor. And it really wouldn't be worth it in a high mileage gas engine either.

So my best advice is to choose a quality motor oil and filter and change both regularly and you will get many more thousands of miles from that 2F.

Thanks.

**Tony**

## Fuel Delivery Issues

Hi Tony,

*I have a 1977 FJ55. Everything is stock but it has set for a while. I dropped the gas tank because it was pretty rusted and I was going to seal it. I got it clean and applied POR 15 to the outside. I then put it back on, changed the rubber hoses and drove it for a week. It runs fine but has an exhaust leak, which I'm fixing,*

*The fuel filter was getting fine particles so I changed it about five times. What happens is, fuel stops coming to the filter and it acts as a vacuum of some sort. I blow air inline to the tank and then blow in the fuel pump until fuel comes out and then put the filter back on. It then starts right up. I did that about twenty times the other day.*

*I dropped the tank again and cleaned the filter about four times until no particles came out. I then ran it with the gas cap off. I took the check valve off above the gas tank in the back fender and it seemed to do better, so I cut the valve open to see if it was clogged. It wasn't so I put it back together but I didn't put it on, just hooked the hose to the black box. I couldn't tell any difference. I guess if air builds up in the charcoal canister, it lets it back into the tank. Should I put the valve back on? Toyota wanted \$60 for a new one.*

*I'm not getting particles in the filter. It's doing the same thing. I'm not used to these emissions problems, as I'm not in California. My FJ40 is a 1972 and I have a Weber carburetor on it. That's the best thing I did on it. I know some people don't like them but I'm*

*wondering if I should do away with the emission stuff and put on a non-USA carburetor? I have rebuilt the carburetor and that's on there now. I am changing the hard fuel lines next because they are rusty on the outside. I just don't think it is a clogged tank.*

*Do you have any insight into the problem?*

Thanks.

**Dwayne Wallace**

Hi Dwayne,

I suspect the problem may be the vent system or possibly the cap for the tank. When you ran the rig with the cap off, did it stay running and the problem did not come back? If so, the cap may be the culprit—just replace it with a new factory cap.

It's possible the cap is worn out and will no longer allow air to enter through the cap.

My understanding is that the fuel cap is considered a check valve for the system, to prevent large amounts of particulates from entering the tank, but it does need to let air in while your fuel system uses up fuel. If air cannot enter to make up the space for the fuel you burn, the tank will develop a vacuum.

If the tank develops positive pressure, the charcoal canister that collects excess vapor from the tank may be clogged. But as I mentioned, this type of problem usually leads to pressure in the tank and not a vacuum. Normally any excess vapor in the canister is drawn off by the engine vacuum not returned to the tank.

This happens with FJ60s and I don't believe a new part is available for these trucks so I doubt one is available for an FJ55. But you can check to see if it is the same type as the one on an FJ60.

On top of the canister, there should be two hose connections. One of them should be a line from the fuel tank vent system and the other should be hooked to the vacuum lines of the engine. On the bottom of the tank, there should be a line that just leads to nowhere—in an FJ60, this bottom line heads into the frame.

Remove all the lines and use low pressure air to blow into the fitting on the canister for the tank. You should feel air from both of the other two fittings. If not, you can try to "clean it" (Toyota's words, not mine) by blocking the

purge line (the one hooked to the vacuum system) and applying low pressure. It's 43 PSI for an FJ62, to the tank side fitting. It should pass air and no charcoal should come out. If no air comes out the bottom, it is probably shot.

The common solution for FJ60s is to just hook the line from the tank to the purge side of the canister so if you do get excess vapors, they hopefully collect in the canister and possibly drain out the bottom if there are enough of them. While not really a fix, it does seem to work on my FJ60.

If your vent system is similar to mine, the check valve is only there so liquid fuel does not enter the vent system. Normally you can check them by just blowing into them. One side will pass air; the other won't. Yes, I would replace it.

You don't say if you dumped out the old fuel, which is the first thing I would do if the rig sat unused for several years. If it only sat through the winter or over a summer, old fuel shouldn't be a problem.

When you say you cleaned out the filter, does your rig have a reusable fuel filter or some sort of water trap? If a water trap, I would get rid of it (unless it is a Toyota factory serviceable part—yes, my Toyota diesel had a factory water trap...) and install an inexpensive inline filter.

Hopefully it's just the cap! Let us know if this solves the problem.

Thanks.

**Tony**

## Windshield Wiper Grease

Hi Tony,

*I don't think that I have ever seen a specification for the grease that goes in the gear compartments of the window wiper system. I have opened the wiper housings on both a 1966 and a 1972 FJ40 and what is inside doesn't look like grease anymore. After forty years of use, it's time for new grease.*

*Does it matter what grade or type I use after I clean out all the old stuff?*

Thanks.

**Shawn Harris**

Hi Shawn,

I've never had to tear one apart but I don't think that you would need anything special. If it were me, I would just use what I have on hand to grease wheel bearings. As long as the housing is sealed well, you shouldn't have to go too heavy either.

Thanks.

**Tony**

## Modern Fuel Problems

Hi Tony,

*I have a 1976 FJ40 with a new carburetor. When I warm it up, I cannot get a good idle. My mechanic told me that the gas nowadays has too many additives in it. This vehicle was never designed to run on this type of gas so it evaporates in the carburetor. Has anyone else had this problem? If so, how do I solve it?*

Thanks.

**Larry Myers, Thornton, Colorado**

Hi Larry

This would have been a great question for Robbie, as he doesn't live all that far away from you....

Bad idle is not necessarily related to modern gas. And gas that supposedly evaporates in the carburetor would probably have starter issues, not to mention idle problems. An answer like that tells me that you need to find a mechanic more familiar with your carbureted motor.

One of the biggest problems today is finding a mechanic who is really good with carburetors. Most of them are more familiar with fuel injection, in that a car with a carburetor has not been sold in the US since 1985.... And I include myself in this group with little carburetor knowledge!

On a positive note, even though the carburetor is new, was it set up to run at your altitude? Does it have the correct jets? Do you have any vacuum leaks? How is the fuel filter? Is your fuel pump in good shape? Any kinks or pinch points in your fuel lines?

And not to backtrack but do you know the ethanol content of the gas you buy? Cheap gas generally has a higher ethanol content, which just may affect your idle. Some stations do sell gas without ethanol and I remember at one time, there was a website that listed the stations that sold it. A quick Internet search should find one in your area so that you can at least try some ethanol-free gas to see if that could be the problem.

There are lots of possibilities, which is why it is easier to diagnose carburetor issues in person with a mechanic that is good with carburetors. I am hoping someone in your area will help out with a good recommendation for a mechanic.

Thanks.

**Tony**

## Using the FJ Cruiser Locker

Hi Tony,

*I'm confused about when I should and should not be using the factory rear locker in my 2010 FJ Cruiser. Can you enlighten me?*

Thanks.

**Frank Sells**

Hi Frank,

Lockers are intended as a slow speed traction aid on loose, slippery and undulating surfaces (read: big rocks). But this doesn't include snow or ice at higher speeds. A locker can actually make your rig more difficult to control at speed on a snow-covered road. This is the main reason it is probably set up by the factory to only work in low range. But it doesn't mean you can't use it to get yourself out of a stuck spot, just be sure to unlock it once you are moving on the road.

Locking up the rear end on dry, paved roads is also hard on components when you corner. The rear end fights the fact that the wheels are taking different paths around the corner. You may have heard some horrible sounds out of the rear end of a rig that took the cheap way to get lockers by welding up the differential. This might be suitable for off-road and straight lines but not for everyday driving.

One of the unheralded features of a locker is that if you are running some sort of full float

# HEY YOU! YEAH, YOU!

**HOW WOULD YOU LIKE TO PUT  
YOUR BUSINESS IN FRONT OF  
THOUSANDS  
OF THE MOST DEDICATED AND  
INFLUENTIAL TOYOTA 4X4 FANS?  
THE CUSTOMERS YOU WANT  
ARE RIGHT HERE, READING THE  
SAME MAGAZINE YOU ARE.**

## ADVERTISE WITH TOYOTA TRAILS.

Contact Chris Hatfield at (303) 324-8751 or  
hatfieldcb@gmail.com to learn how.

axles (not sure what you have for a rear axle on the FJ though), you can still get power to a rear wheel if one of the axle shafts breaks. Keeping the rear end locked got me out of the Rubicon Trail and allowed me to make a two-hour drive to my Mom's place to fix my rig.

I run air lockers in my wagon and love them when I play around in the dirt, mud and rocks. I can't imagine wheeling without them now.

Thanks.

Tony

## Disabling ATRAC

Hi Tony,

*I'd like to disable the ATRAC system in my 4Runner but people keep telling me that this is a bad idea. What are your thoughts on this issue?*

Thanks.

Ray Bellingham

Hi Ray,

My first question would be: Why? And my first and probably last answer would be: Don't.

The more modern rigs have so much tied to the computer system that you are asking for trouble. It's not like you can simply disconnect a plug and voilà, no more traction control. I wouldn't know where to start on accessing the computer in the first place. For all I know, it just may disable the entire rig.

You would more than likely have to trick the computer into thinking that the ATRAC is not working and you may also encounter liability issues down the road. Should something bad happen and they find that you messed with the system, I hope you have good lawyers. Sad but true in the litigious world we have these days. And should your warranty still be valid, I am sure you could kiss that goodbye if you needed it.

While I can't think of a reason that you would need (different from want) to disconnect the traction control, I can understand the desire to do the driving all by myself without the rig doing it for me. If you truly have a good reason for doing so, I would suggest you just get a more simple, older rig that you can tinker on. Maybe this is why I drive a completely manual BJ60 that is over thirty years old.

Thanks.

Tony

## Adding Fuel Injection

Hi Tony,

*I recently purchased an FJ60. The previous owner did a crate motor V8 conversion coupled to the stock Toyota four-speed transmission. Should I take the next step and convert the motor to fuel injection?*



Thanks.

John Barlow

Hi John,

I would definitely go with fuel injection with that V8. It will get better fuel economy and will work better off-road (if you use your rig that way). I have an older throttle body injected Suburban that gets 16-17 mpg, while my buddies with carbureted V8 FJ40s are lucky to get 12 mpg. This Suburban engine just may end up in my wife's FJ62....

I bet you would have improved off-road economy as well, plus you wouldn't have those off-camber moments when the engine seems to crank forever before restarting with a carbureted engine.

Thanks.

Tony

## Output of a Power Steering Pump

Hi Tony,

*This is a bit of an odd question—and doesn't really apply to the U.S. readers, as it involves a 12HT engine. I need to know how much pressure my power steering pump outputs. Any idea? I'm interested in installing a hydraulic winch.*

Thanks.

Roger Kamme

Hi Roger,

I am a firm believer that you don't get something for nothing. With this type of system, what happens if you need your steering during a pull with the winch? It appears that many steering pumps will run this type of winch but I doubt it has the capacity to run both at the same time. It may have the pressure but I doubt it has the capacity to move the amount of fluid required by two complete systems.

Is there some type of control with the unit that cuts one off while you use the other part of the system—either steering or winching but not both? I have often found myself needing to steer during a winch recovery. If the winch is using all the pressure from the steering pump, you may find yourself unable to help out with the steering wheel.

I am a big fan of keeping systems separate and since your 12HT left the factory with two batteries, an electric over hydraulic pump would be no problem to run in your rig if your heart is set on a hydraulic winch.

What would really be nice is if one of the manufacturers offered a gear driven hydraulic pump that would attach to a split case transfer case at the factory location for a PTO drive....

Thanks.

**Tony**

## Welding Heads?

Hi Tony,

*I'm hearing mixed reviews on welding cracked 2F heads. What is your opinion?*

Thanks.

**Zach Brown**

Hi Zach,

Welding on heads is doable but expensive and not worth it unless the head is no longer produced. This is not uncommon with diesels as manufacturers change things up and discontinue parts. Welding cast iron is a very specialized process that very few shops are capable of doing successfully.

Welding did become the only option for an older Mitsubishi diesel that the boatyard where I work fixed recently and if I remember correctly, the welding bill alone was several thousand dollars. Cheap compared to a new marine diesel engine though.

Thanks.

**Tony**

## Thoughts on U-Joints?

Hi Tony,

*My family owns a 1970 FJ40. It has a V8 under the hood and an automatic transmission. We need to replace the u-joints and wonder what do you recommend?*

Thanks.

**Richard Patson**

Hi Richard,

The more important question is, what axles, driveshafts and transfer case are you running? This often limits you as to options when it comes to the flanges. Parts houses don't offer many choices with the stock shafts and flanges. I have usually found the only difference is price, which doesn't tell me a lot when it comes to the quality of the part.

If you are running the stock running gear, stock grade u-joints seem to hold up just fine on my buddies FJ40s that are running V8 engines. If you are reasonable on the skinny pedal, this is a more than adequate option. I have had good luck with Federal Mogul replacements in my wagon. They are reasonably priced and I haven't had one fail yet. While I don't run a V8, my wagon is well over a thousand pounds heavier than an FJ40—I carry too much junk—which adds a lot of stress.

If you have a heavy foot or run really tall tires, stock u-joints may not last very well. Custom driveshafts offer all sorts of options and the manufacturer of those driveshafts will probably have some choices for you to make and should be able to help you with those decisions.

Something to remember is that the drivetrain operates as a system and as such, has somewhat of a designed weak point. To me, this is the driveshaft and u-joints. When things get in a bind and something fails, I want it to be an easily replaceable (trail fix) part, not the internal components of the axles or gearboxes.

Thanks.

**Tony**

## FJ62 Steering Failure Revisited

Hi Tony,

*I read recently about the complete steering failure on an FJ62 Land Cruiser. My 1988 FJ62 did the very same thing and I'm wondering what advice you have for me.*

*My truck has 220,000 miles on it and is stock. I never take it offroad and would like to continue driving it for many more years.*

Thanks.

Hi Al,

The first things to check are the obvious, easy to see components. Is the u-joint just outside the firewall still intact and attached to the shaft that connects it to the steering box? If so, start the rig and have someone turn the wheel as you watch the column. If it doesn't move, it is internal to the column.

You don't mention any sort of grinding or noises on your FJ62, so I might want to rule out the u-joint that is directly behind the steering wheel. You would definitely feel something if this joint was the issue. But the removal of the trim over the column will easily expose this to make sure. Five screws will release that cover. And it is possible that the shaft itself has failed, which would allow the wheel to turn with no grinding.

It is also possible that the collapsible joint inside the column has failed but I would think there would be some sort of grinding or binding if this were the case.

If the column moves as you turn the wheel, you may need to take a closer look at the connection with the steering box. Does the internal shaft of the box turn with the steering column? This would probably be an internal failure of the steering box but it's more than likely that the steering would not free wheel in this case. The two bolts that hold the dust cover over this part of the shaft are easily removed for a better view.

If it is internal to the column, I would recommend replacement of the column as it is not a difficult part to replace. There are some wire connections and six bolts under the dash and on the firewall plus one bolt with splines at the steering box that hold it in.

The steering box is not really a part you want rebuilt locally and most shops probably wouldn't touch it anyway. There are places that specialize in such things or a used one from a wrecking yard or reputable parts supplier would be other options.

I'll be interested to hear back just what you find.

Thanks.

**Tony**



**Al Green**



**Slee**  
OFFROAD

The journey starts long before you leave the pavement  
www.sleeoffroad.com • 1-888-4x4-SLEE

Photo - Treeroot

Decker's [WWW.HOTCAMPSHOWERS.COM](http://WWW.HOTCAMPSHOWERS.COM)  
**HOT CAMP SHOWERS**  
AND PORTABLE WATER HEATERS



- Portable propane hot water showers
- Vehicle mounted hot water showers
- Campfire & stovetop models
- Freestanding shower enclosures
- Complete portable camp bathrooms

**CONTACT US FOR TLCA DISCOUNT**

5086 Lakeville Hwy, Petaluma, CA 94954  
Phone: (707) 778-6429 • Fax: (707) 778-6409  
Ask for Paul Decker • E-mail: [info@hotcampshowers.com](mailto:info@hotcampshowers.com)

**Charla Downey joy riding at 0 KPH,  
Fischer East Trail near  
McLean Creek, Alberta.**  
Photo by Red Diesel Photography





by Dave Thomas



16th Annual

NORTHERN CALIFORNIA  
**PACIFIC  
MOUNTAIN  
CRUISERS**  
ESTABLISHED 1997

# Swap Meet & Car Show





In its 16th year, the Pacific Mountain Cruisers Annual Swap Meet and Car Show, held in Petaluma, California, continues to grow, this year attracting over 300 people throughout the day. The event was started by PMC co-founder, Roger Taylor, who identified that there were no local Toyota-specific swap meet events and he proposed it as an opportunity for PMC to host just such an event.

Roger coordinated the first Swap Meet, which was a very small gathering held in Windsor, at the home of then TLCA President, Ron Patston. The following year, the Swap Meet moved to its current location in Petaluma.

The event has grown to attract attendees from northern and southern California, Nevada and beyond. This year, there were many new sellers who had fun, were pleased with their profits and commented that they would be back next year. There were also many buyers leaving with more parts than they had planned to buy—including me—as well as opportunities to purchase both project cars and completed vehicles.

Vendors including Mudrak Custom Cruisers and Decker's Hot Camp Showers had booths set up and Marlin—from Marlin Crawler, of course—was seen walking around, giving advice, posing for pictures and catching up with friends. Marlin is a rock star wherever he goes.

One of the main draws to the Swap Meet is to get ideas for Toyota projects and to enjoy the day with like-minded Toyota 4x4 fans. Attendees also enjoy checking out all the models of Toyota four-wheel drive vehicles, ranging from a seldom seen, unmolested, un-restored barn find FJ45 pickup, to BJ40s, BJ75s, FJ Cruisers, restored mini trucks and many FJ40s. Several





A pair of FJ45s, one stock, the other in non-factory paint.

of the rigs were entered into the Car Show that included all of the Toyota 4x4's, with classes for both stock and modified, as well as the coveted Judge's Choice awards of Just Cause It's Cool and Classic Cruiser.

We are fortunate to have current TLCA President Ross Woody as part of the Pacific Mountain Cruisers family. Ross set up a booth in the Swap Meet area where his daughter spent the day selling parts. Ross then worked the entrance gate with fellow PMC member Michael Dremann, greeting

everyone and helping get the word out about TLCA. At the PMC booth, we handed out copies of *Toyota Trails* as well as TLCA membership forms. The day ended with a terrific raffle that the PMC Swap Meet Chairperson, Larry Kitahara (Yodaman), had put together.

Pacific Mountain Cruisers would like to thank all of those that attended the event, donated to the raffle and came out and supported Pacific Mountain Cruisers and TLCA. We hope to see more Toyota 4x4 enthusiasts at the event next year.

**PHOTOS BY DAVE THOMAS**



A beautifully restored mini truck.

## PMC would like to thank the following donors.

1-800-Radiator, 4 Wheel Parts, A1A Muffler, B&M Racing, Bushwacker, Chuck's Brake, Complete Welders, Decker's Hot Camp Showers, Driveline Service of Santa Rosa, ECO Automotive, Flowmaster, Freeman Toyota, Hagin's Automotive, Howe Performance Power Steering Inc., Hurst Shifters, JAZ Products, Jegs, Legacy Smog Station, Les Schwab Tires of Sonoma County, Marlin Crawler, Mountain Transit Authority, Mudrak Custom Cruisers, Northbay Cooling Systems, *Overland Journal*, Painless Wiring, PowerTank, Ralph's Auto and Truck Service, Ruff Stuff, Santa Rosa Auto Parts, Santa Rosa Diesel, Selby's Machine Shop, Specter Off Road, Trail Gear and Yodaman



An FJ45 loaded down with purchased parts.



Your Source For Quality New, Used, And Aftermarket  
**Toyota Land Cruiser Parts**

ARB 4X4 ACCESSORIES  
 ADVANCE ADAPTERS  
 OLD MAN EMU  
 ENGEL AC/DC 12 Volt Portable Fridge-Freezers  
 DAKAR  
 SAFARI SNORKEL  
 IPF  
 Helton showers

**CruiserOutfitters**  
 (801) 518-3937  
 cruiseroutfitters.com

**LandCruiser Specialists**  
 Since 1992

## Event Calendar

Most TLCA chapters organize trail runs and social meetings for their members. If you are not affiliated with any chapter, this is a great opportunity to meet some local Cruiserheads, see their rigs and exchange stories—who knows, you might enjoy the company so much that you'll become a member right there and then. Look up your nearest chapter in the Chapter Directory.

### COMING UP IN 2014

#### 11th Annual Lone Star Cruiser Roundup

March 12-16, 2014,  
 K2 Rocks, Mason, Texas  
 TLCA Open Event  
 hosted by Lone Star Land Cruisers  
 Contact: Perry Lowery,  
 plowery42@yahoo.com

#### 2nd Annual Mardi Krawl

April 10-13, 2014, Hawk Pride Mountain  
 ORV Park, Tusculumbia, Alabama  
 TLCA Open Event  
 hosted by the Louisiana Land Krewesers  
 Contact: Mike Legnon, (504) 234-1256 or  
 legnom01@gmail.com

#### 38th Annual Mud N Yer Eye Frolic

April, 2014, Hollister Hills State Vehicular  
 Recreation Area, Hollister Hills, California  
 TLCA Open Event  
 hosted by Mountain Transit Authority  
 Contact: Phil Johnson, (408) 461-9629, or  
 pjohanson@netgate.net

#### Lone Star Toyota Jamboree

May 2-4, 2014, Barnwell Mountain  
 Recreation Area, Gilmer, Texas  
 TLCA Event (Toyota-only)  
 hosted by Toyota Trail Riders  
 Contact: Bryan Tatem, bryantatem@att.net  
 www.lonestartoyotajamboree.com

#### Cruise Moab

May, 2014, Moab, Utah  
 TLCA Sanctioned Event  
 hosted by Rising Sun Four Wheel Drive Club  
 Contact: Dave Kaiser, (303) 670-5598  
 registration@cruisemoab.com

#### 23rd Annual Great Smoky Mountain Trail Ride

May 12-17, 2014,  
 Wind Rock ORV Park,  
 Oliver Springs, Tennessee  
 TLCA Sanctioned Event hosted  
 by Southeast Toyota Land Cruiser Association  
 Contact: Roger Theurer, (931) 841-0672 or  
 RgrTheurer@aol.com  
 http://www.stlca.org/

#### 26th Annual Rubithon

June 17-22, 2014,  
 Rubicon Trail, California  
 TLCA Hosted Event  
 Contact: Eric Agee, (530) 401-0800,  
 rubithon@gmail.com

#### Coal Mine Cruiser Classic

July, 2014, Rausch Creek Off-Road Park,  
 Joliet, Pennsylvania  
 TLCA Sanctioned Event hosted by the  
 Gotham City Land Cruisers  
 Contact: David Crum, (973) 600-9178 or  
 fj40s@optonline.net

#### Black Hills Cruiser Classic

July, 2014, Black Hills, South Dakota  
 TLCA Sanctioned Event hosted by Dakota  
 Territory Cruisers  
 Contact: Brian Fletcher, (605) 431-5820,  
 Brian.fletcher@state.sd.us

#### McGrew Trail Ride

July, 2014, O'Brien, Oregon  
 TLCA Sanctioned Event  
 hosted by Jefferson State Cruisers  
 Contact: Tyler Freeman, (503) 209-1650,  
 info@jeffersonstatecruisers.com

#### PMC Swap Meet

July, 2014, Petaluma, California  
 Hosted by Pacific Mountain Cruisers  
 Contact: Larry Kitahara, (707) 586-7840

#### Tall Corn Cruiser Classic

August, 2014, Hamilton, Iowa  
 TLCA Open Event  
 hosted by Tall Corn Cruisers  
 Contact: Brent Moore at  
 dudleyfj40@gmail.com

#### Rising Sun Rally

August, 2014, Jefferson County Stadiums,  
 Lakewood, Colorado  
 Contact: Kevin Schlegel,  
 (303) 587-5143

#### SMORR Fall Crawl'N with TAC

September, 2014  
 Southern Missouri Off-Road Ranch,  
 Seymour, Missouri  
 TLCA Open Event  
 hosted by Tornado Alley Cruisers  
 www.tornadoalleycruisers.org  
 Contact:  
 vicepresident@tornadoalleycruisers.org,  
 (816) 388-9682

#### Cruisin' The Woods 2014

September, 2014, Brown's Camp, Oregon  
 TLCA Open Event  
 hosted by Cascade Cruisers  
 Contact: Mike Demetras,  
 mikaeli1@hotmail.com

#### Southern Cruiser Crawl

October, 2014, Superlift ORV Park, Hot  
 Springs, Arkansas  
 TLCA Open Event  
 hosted by Cottonland Cruisers  
 Contact: Jeff Murrah,  
 murrah40@gmail.com

### NON-SANCTIONED EVENTS

#### 12th Annual Bakersfield Land Cruiser Rally

April 26, 2014,  
 North Bakersfield Toyota Scion Dealership  
 (Hwy. 99 and Hwy. 65),  
 Bakersfield, California  
 Contact: Andrew Roth, (661) 665-9603

#### 8th Annual 4x4 Show & Shine Swap Meet

May, 2104, 8:00 AM-2:00 PM,  
 40 Old Depot Rd, Placerville, California  
 Hosted by Toys on the Rocks  
 Contact Amy Wylie (530) 622-  
 5020 or amywylie@comcast.net or  
 toysontherocks@yahoo.com

#### Razorback Ramble

June, 2014, Superlift ORV Park,  
 Hot Springs, Arkansas  
 Hosted by the Razorback Land Cruisers  
 Contact: Scott Huggins,  
 sandj527@hotmail.com

#### Going Coastal Cruiser Days

July, 2014, Mission Heritage Park,  
 Mission City, British Columbia  
 Contact: Bill Wilkinson, OMRIIV@telus.net

#### FJ45 Run

August 30 - September 1, 2014,  
 Deer Valley, California  
 Contact: Georg Esterer,  
 georgesterer@yahoo.com

#### Fall Gathering

October, 2014, southern New Hampshire  
 Contact: Bob, Rain76King@hotmail.com,  
 www.yankeetoys.wordpress.com/

#### 11th Annual Fall Crawl

October, 2014, The Cove,  
 Gore, Virginia  
 Hosted by Bay To Blue Ridge Cruisers  
 Contact: John Embrey, (540) 850-6248 or  
 jmembrey@comcast.net

by Greg Mumm

## The Open Gate

**A**s the Executive Director of the BlueRibbon Coalition, I believe in the work we do. It isn't always fun, like wheeling up the trails we work so hard to protect. It isn't glorious, like the majestic vista you can see at the end of that trail loop at the top of the mountain. And it certainly isn't relaxing, like the weekend spent camping and enjoying the great outdoors with your family and friends.

But while the work we do isn't all that, it makes all that... well... all that.

I doubt that most people think about our work while they are out there. In fact, I know from the numbers that most people don't even know who we are. I know that when I attend an event and am given the opportunity to speak to the group at driver's meetings or before

the raffle—or even just socializing individually with the attendees—the biggest question I am compelled to answer is, “Blue who?”

I know that question sounds funny in a way but I say it in all seriousness—and with a little sadness.

There isn't a person reading this that hasn't enjoyed the benefits of the work of the BlueRibbon Coalition since we started over twenty seven years ago. It doesn't matter whether you are motorized or non-motorized in your outdoor recreation, together with our members, member organizations and partners, our work to protect and expand responsible recreational access benefits all enthusiasts. From essential funding programs, to making sure the administrative and legislative tools are in place, to fighting to keep a specific trail or area open in a planning process, BlueRibbon Coalition is diligent and working for you, whether or not you know the answer to the “Blue who?” question.

Visit BlueRibbon Coalition at [www.sharetrails.org](http://www.sharetrails.org). See what we are working on. See what is going on around the country with recreational access and planning. We are the definitive source of information and action when it comes to land use and access. We deserve your support and your membership. Please join us and ask your wheeling buddies to join too.

We cannot do what we do without you. But together, we can and we do make a difference, for the land we all love so much and for the people who love that land.

And when you do join, count yourself among those who wear that membership proudly. BlueRibbon Coalition and its supporting members across the country have earned the credibility with agencies, legislators and decision makers—and even from those who oppose us—that it takes to get things done.

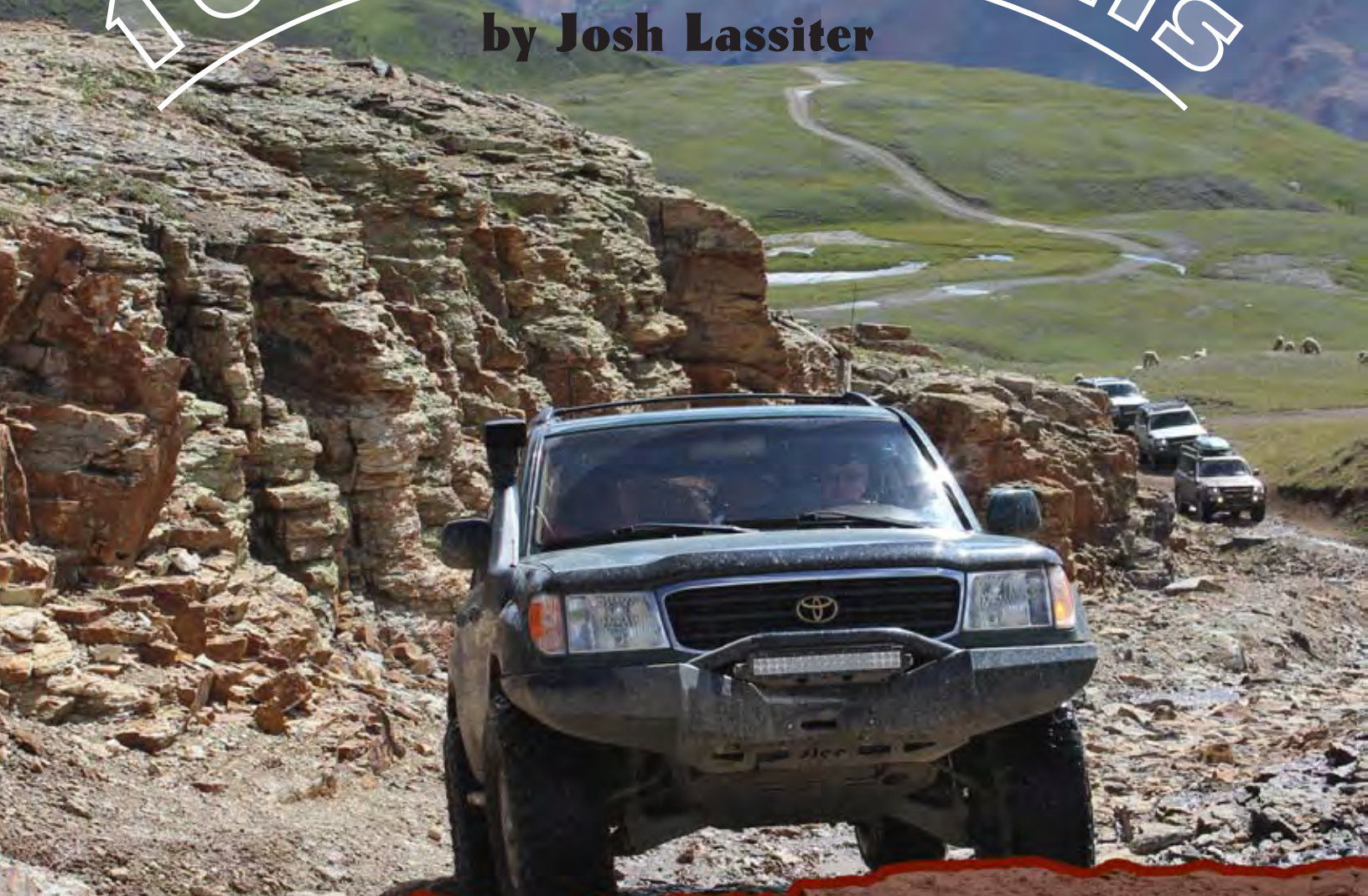
And “getting things done” to us means you get to do what you most like to when you visit our public and private lands and waters... try your Cruiser on that obstacle, share that vista and enjoy your time with your family and friends. You can contact me for more information at [brgreg@sharetrails.org](mailto:brgreg@sharetrails.org).



# 100s in the Hills

Third Annual

by Josh Lassiter



Steeped in early mining history and known for their rugged beauty, the San Juan Mountains are truly captivating and arguably one of the most stunning and scenic areas in Colorado. Mining activity has long since ended but its history has left hundreds of miles of off-road trails winding throughout this mountainous region. The old mining sites of Creede, Lake City, Silverton, Ouray and Telluride offer modern conveniences and are all easily accessible via a scenic six-hour drive from Denver. The 100s in the Hills event is glad to call this area of southwestern Colorado home.

Christo Slee  
ascends Black  
Bear Pass.

Photo by Josh Lassiter

## TOYOTA TRAILS

Following Cruise Moab a couple of years ago, a group of 100 series Land Cruiser owners began considering the idea of a San Juan wheeling and camping weekend. Emails, personal messages and texts were sent out and planning began quickly. We agreed on a weekend and met in the Ironton mining district just south of Ouray in August of 2011. The weekend was spent exploring the numerous trails, ghost towns and mining settlements during the day and enjoying good food, beer and friendly company around the fire in the cool mountain evenings. It was great to gather a group of people who had a common interest in the 100 series platform and to share vehicle modification ideas and wheeling stories. The last night at camp, there was discussion of another 100 series run the following year. Everyone was on board and the 100s in the Hills event was officially born.

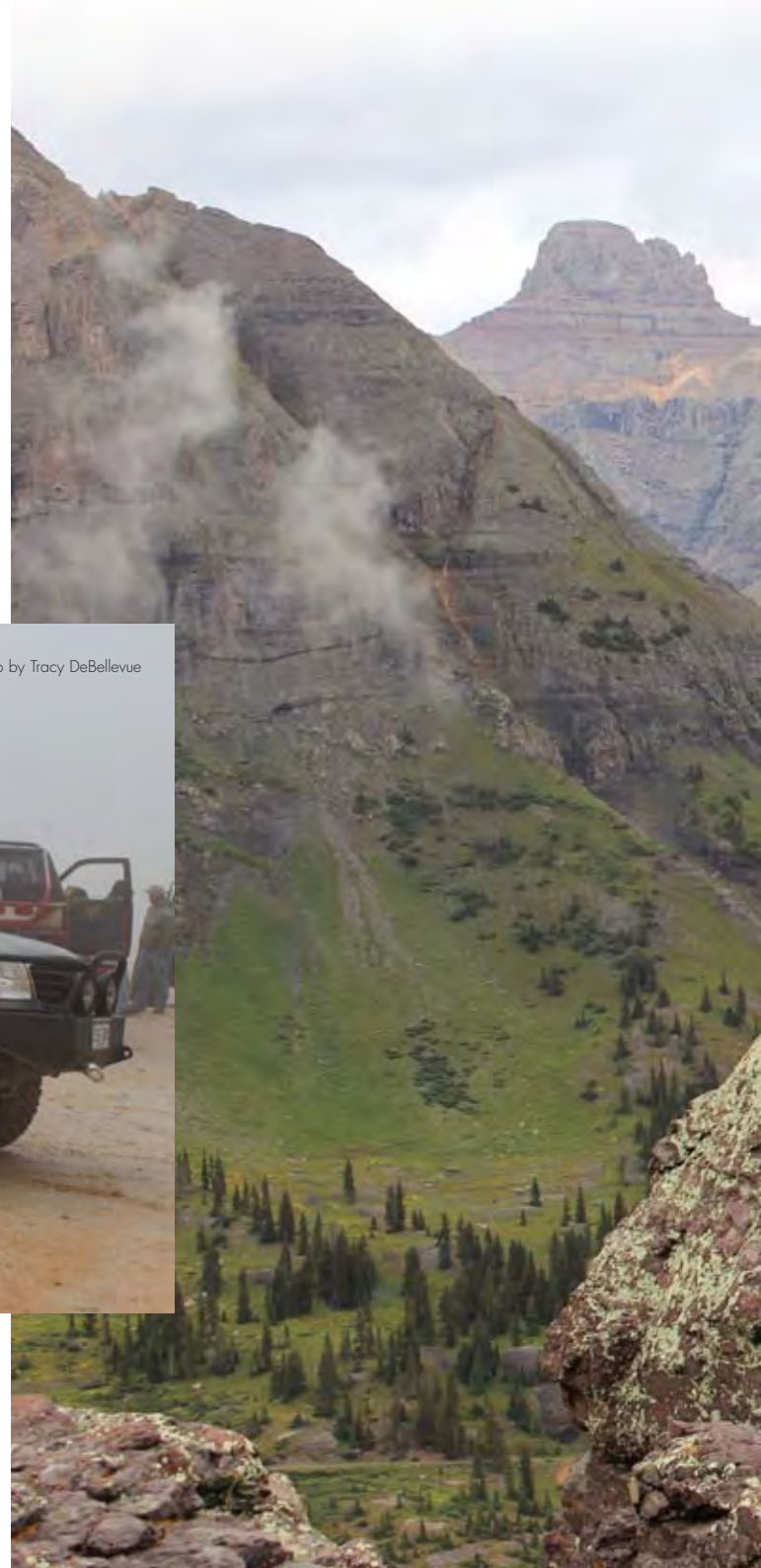
Josh Lassiter checks in on Imogene Pass.

Photo by Tracy DeBellevue



The next year, our second annual event brought even more attendees. Snee Off Road became interested—and is now a premier sponsor. We changed the camp location to a secret spot off the beaten path and pushed the date back to September. This particular time of year provided fantastic fall colors and even added some early snowcapped mountains as a bonus. The group traversed multiple trails that weekend, including the entire Alpine Loop, which covered sixty-five miles of the San Juan's most scenic areas. The event was definitely growing but we were determined to stay true to our original grassroots ideas.

This year's Third Annual 100s in the Hills event was the largest to date and completely exceeded our expectations. The four co-directors began planning months in advance and the continuous interest was overwhelming. We returned to the inaugural event's campsite in Ironton, which provided plenty of room for the twenty-seven vehicles and more than sixty-five guests. Attendees arrived with roof top tents, ground tents and off-road camping trailers, while a few stayed in the historic hotels in nearby Ouray. One thing was certain: everyone came to have a good time and explore some of the best scenery Colorado has to offer. We had a very diverse guest list this year,



with people from as far away as Virginia and California, including some making their first visit to Colorado.

The trail system in the San Juan Mountains is relatively easy to navigate and most of the trails are non-technical. During this year's three-day event, we covered some of the most popular trails: Clear Lake, California Gulch, Poughkeepsie Gulch, Ophir Pass, Imogene Pass (the second highest pass in Colorado) and of course, the infamous, Black Bear Pass. These trails offered spectacular scenery with crystal clear alpine lakes, waterfalls, white-knuckle shelf roads, challenging obstacles and historic gold mines and ghost towns. With three solid days of mountain trails and stunning scenery, no one left disappointed.



Josh Lassiter's 100 series, with Imogene Pass in the distance.

Photo by Josh Lassiter

Each day, there were two to three groups running different trails and most of the trail rides ran late into the afternoon. After two full days on the trail, everyone met back at the campground for one of the best parts of the event: the raffle and potluck dinner. The food was incredible; everyone really put some effort into the dishes they brought. With pork adovada, green chili, gumbo, pulled pork, smoked meat, dips, salads and tons of desserts, there was something for everyone—truly a gourmet spread.

After dinner, we started the raffle. We had some outstanding prizes this year—awnings, roof racks, shocks and gift certificates—donated by our twenty-three generous sponsors. With the potluck and raffle over, everyone exchanged trail stories around the fire while the kids played—and we even had some minor campground wrenching that added to the fun.

Black Bear Pass, one of the most popular and well-known trails in Colorado, was the perfect finale for the event. This is not a

technically difficult trail but it is intimidating—especially the first time you run it. Leading the group up the trail, I stopped at a picturesque switchback where we were surrounded by spectacular scenery and before I could park, people were already out of their vehicles with cameras in hand. Further up the trail, we were greeted by a herd of free-range sheep, making for more great photos.

At 12,840 feet, you reach the summit of Black Bear Pass. Here you stand amidst the mountains with Ingram Lake far below.



Hug the wall and remain calm....

Photo by Josh Lassiter

You don't realize how high and steep the remainder of the trail is until you come around the corner at "The Steps," which is an abrupt descent of loose rock with Ingram Falls to the left. Any mistake here can be deadly, as Telluride lies thousands of feet below. After hugging the rock wall to your right, you reach a turn where you can stop and regain your composure. Switchback after switchback, we made our way down into the canyon, finally arriving at Bridal Veil Falls, one of the tallest waterfalls in the state.

After a brief stop for photos, we headed into Telluride, where everyone had plenty of time to explore this classic mountain town before making their way home.

After the Black Bear Trail, the four event directors met up just outside of Telluride for the unofficial "Directors Run" over Last Dollar Road and back to camp. This is an easy trail that connects Telluride to Ouray but rain made for some slick and muddy conditions. Splashing and sliding down the trail, we



Participants gathered around the campfire in Ironton.

Photo by Jonathan Harris

finally reached camp just before dark. After a quick bite to eat, there was mention of a night run—and we were all in. We spent a few hours exploring the old Ironton mining sites near camp with discussions over the radio about next year's event. It was an awesome way to end the trip, as we all headed home the next morning.

I look back on that first small excursion with six trucks and the friends we made and cannot believe what this event has become. We couldn't have made it happen without our sponsors and of course the folks that attended—and we look forward to planning next year's 100s in the Hills. See you in the mountains.



## 100s in the Hills would like to thank the following sponsors.

Slee Off-Road, Safari Ltd., Cascadia Vehicle Tents, IH8MUD, Nitro Gear and Axle, *Overland Journal*, Fox Shocks, Expedition Lighting Systems, Gamivitti, Restop, Campfire in a Can, Mountain Khakis, Lab Rak, Eagles Nest Outfitters, Camelback Toyota, Rising Sun Four Wheel Drive Club of Colorado, FJ Summit, Cruiser Outfitters, Jonsey's, Right Channel Radios, Durango Mountain Resort, TJM USA, Sticky Vinyl Graphics



Event Directors (left to right): Chris Hunt, Jonathan Harris, Josh Lassiter and Stan Wright—on Last Dollar Road.

Photo by Tracy DeBellevue

# Truck Tech

with Roger Brown

If you are searching for, building, modifying, or maintaining a Toyota 4WD mini-truck (Pickup, Hilux, 4Runner, Surf or Tacoma), send your Truck Tech questions to Roger Brown at [TruckEditor@tlca.org](mailto:TruckEditor@tlca.org) or [r.c.brown@ieee.org](mailto:r.c.brown@ieee.org). I'll try to answer your questions with authority!

## A Common Question

Hi Roger,

*I just installed a suspension lift. Not sure how much lift I got but I am having some problems. Can you help?*

Thanks.

**John Williams**

Hi John;

I know the feeling. The delivery truck has just dropped off your box of shiny new suspension lift parts. You rip open the box and then start right into wrenching on your truck. You finish up and then take the truck for a test drive. You then find a vibration that wasn't there before or it does not drive right or something is out of alignment. If only you had measured things in advance....

So how would recording a few pre-lift measurements prevent a problem like this from happening? To be honest, it won't help initially; you will still run into the problem. The difference is that you'll be armed with the information needed to fix the problem and that is a big help.

So what sort of measurements should be recorded? For starters, measure the front and rear ride height, before and after the lift. The easiest way to measure the ride height is to measure from the ground up to some reference point up front and then also a reference point toward the rear of the vehicle. The top of the arch of the wheel well is a good reference point. Note that measuring off the ground will also factor the tire height into the number, so if you are planning to change to larger tires, you might want to measure from the top of the wheel to the top of the wheel

well arch. This will eliminate the tire height from that measurement. And if you are planning to change to a different size wheel, you could measure off the center of the front and rear axle.

At a minimum, you'll now know how much lift you actually obtained from the kit. And you'll know if the front or rear was lifted a different amount. This can be important if you want to level out the vehicle. For example, if the front was lifted 2" and the rear only 1", you'll know that you need an additional 1" of lift in the rear to restore the vehicle to its pre-lift stance—assuming you were happy with the stance prior to the lift.

Why not just go by the advertised lift of the kit? That is an option but realize that a suspension lift involves modifying the suspension of the vehicle. Whether that is adding spacers or changing springs or torsion bars or changing other components, it comes down to modifying the suspension. So you are dealing with spring rates and the weight distribution on the four corners of the vehicle as well as other factors to determine how much lift you will see on your vehicle. So the box the springs came in may say 2" lift but you might actually see a 3" lift or a 1.5" of lift on your vehicle. So the lift you measure is the lift you get and not what is stated on the box.

Ride height is pretty easy to measure and it will help you solve a few issues but there are some other things you might want to measure. One easy pre-lift measurement is the length of the rear and front driveshaft. Many of the Toyota driveshafts have companion flanges at either end and are quite easy to measure. For a u-joint shaft, just measure flange to flange. With a CV joint, it is a little harder to find a good point to measure from

but try to find a good place. A common problem—especially on newer vehicles—is that driveshafts are extended with a suspension lift and this can lead to vibrations from insufficient slip yoke engagement. Assuming your driveshaft ran smooth prior to the lift, you'll know how much the shaft extended due to the lift. This will help you to fix the driveshaft length, if indeed that is the cause of the problem. It is relatively easy to have a driveshaft extended at a driveline shop or to install a simple spacer between the shaft and the companion flange.

With the double-flanged driveshafts common on Toyota 4WD vehicles, you can actually measure the driveshaft alignment while you are measuring the length, at least on a u-joint shaft. To do so, simply measure the flange-to-flange length on the top and bottom of the shaft. Using simple trigonometry, you can show that each 1/16" (1.5 mm) of difference in length equates to about 1 degree of angle difference in the two flanges. With a CV joint shaft, you'll likely need to invest in an inexpensive angle finder to measure the angle of the shaft and the angle of the bottom (pinion) flange. Knowing how any of those angles changed will help when it comes to correcting any angle related problems. For example, if you had the pinion angle tipped down 1 degree lower than the transfer case angle prior to the lift but find it tipped up 2 degrees after the lift, you'll know that the angle changed 3 degrees with the lift. Assuming you have leaf springs, it is relatively easy to install shims or you can have the spring perches relocated on the axle to correct the angles.

If you have an angle finder, you might also want to take a quick measurement of the front axle angle. It really does not matter

what point you measure, just that it is a flat surface where you can get a repeatable measurement. The top of the spring perch, the top of the differential housing or the top of the steering knuckle are good places. The idea is that assuming your steering was good prior to the lift, if that angle changes, you'll know how it changed and by how much so that you can correct the steering caster angle. Granted, you are not measuring the caster angle directly but the caster angle is fixed to the axle and measuring any point on the axle before and after the lift will tell you if the caster angle has changed.

So the idea is to take as many measurements as possible prior to installing the lift. Then take those same measurements after the lift and note any changes. Then if you find issues down the road, you'll have a baseline to refer to in order to correct the issues. If you only have the after measurements, you have only one data point and nothing to relate to that data. So take a cue from the old carpenter's adage and "Measure twice, lift once."

Roger

## Bench Bleed the Clutch Master Cylinder?

Hello Roger;

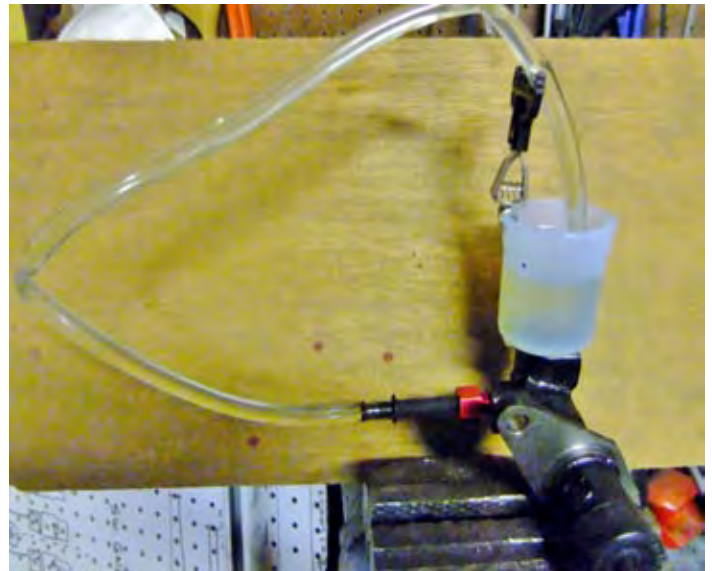
*I'm installing a whole new master/slave cylinder system for the clutch and have read references to "bench bleeding" the master. What exactly is this? Is it necessary?*

Thanks.

Grey Tandy

Hi Grey;

"Bench bleeding" is generally not necessary, although it is useful if you are working alone. Clutch masters bleed well by just cracking the bleeder on the slave and letting gravity do the work. If there is



The clutch master cylinder mounted for bench bleeding.

air in the master after bleeding it, you can just loosen the nut on the line on the master, while a helper holds the clutch pedal down, to let trapped air escape.

That said, I replaced my clutch master cylinder last weekend. I mounted the master cylinder in a bench vise with the reservoir upright. I then screwed in an M10x10 fitting and check valve into the fluid port and attached a clear line that fed back into the open reservoir. An old brake line would also work but a clear line is helpful as you can see any air bubbles escaping. To bench bleed the master, push in and release the plunger until no more air escapes. I found it best to leave the master sitting for a few hours or overnight to clear the last of the bubbles after an initial bleeding session. Also, now is a good time to set the plunger length to match that of the old master cylinder. This is done by screwing the clevis end in or out and using the lock nut to hold it in position.

Once I moved the master to the truck for installation, I ended up losing most of the fluid in the reservoir while I tried to connect the hard line to the clutch. But I think bench bleeding was an overall benefit as the internal piston was essentially free of trapped air. After hooking up the hard line, I then put a hose and catch bottle on the slave cylinder bleeder and cracked that open to let about four ounces of fluid drain through, while keeping the reservoir topped off. Then I closed the slave bleeder and used the hard line connection to bleed out any residual trapped air.

Since I was working alone, I found a stick that would just hold the clutch pedal down when jammed against the front seat. With the parking brake on and the pedal held down, I cracked open the hard line connection and let a little fluid and air leak out, then closed the line and released the pedal. I heard a few bubbles of air leak out the first few times, then nothing the last time or two. Be sure to have a rag under the master to catch the corrosive brake fluid to protect your paint. After buttoning everything up, the clutch works like new—good for another fifteen years of driving.

Roger



The hard line connection cracked open to allow fluid and air to drain out.

PHOTOS BY ROGER BROWN



# Exploring the UAE



Surveying the massive landscape of Liwa.

Photo by Alex Williams



My wife Amy and I with our first son, Berton, at seven months old.

Photo courtesy of Joel Ericson

by Joel Ericson

I'm a proper Midwest boy. Most of my childhood memories were formed in Topeka, Kansas. When I graduated from high school and left town for a small private engineering school in Terre Haute, Indiana, I figured that was the furthest east I'd ever move. It's been eleven years since I graduated from that engineering school, almost ten years since I married my wife Amy and four-and-a-half years since we packed our bags and moved to Abu Dhabi—a lot further east than Indiana.

When we decided to move to Abu Dhabi, I immediately started imagining the purchase of a non-North American spec. Land Cruiser. My wife and I had enjoyed camping out of my 1998 T100 in West Virginia and Tennessee, so I knew we'd be doing the same in the deserts of the United Arab Emirates (UAE). Imagine my disappointment to find that in the UAE, the 70 series Land Cruisers are only



**The immensity of the dunes is difficult to comprehend.**

Photo by Alex Williams

sold to locals or companies and not to expat individuals. 200 series Land Cruisers, FJ Cruisers and Tundra trucks are the Toyota 4x4 vehicles available to expats. Alternately, I could pick up a used 80, 90 or 100 series Land Cruiser.

To own a Land Cruiser in the UAE is a status symbol and the price reflects that sentiment. There is good reason for this elevated status, in that no other vehicles have proven so capable and durable in the harsh environment of the Arabian Peninsula. There are early 1980's FJ45 pickups still out working the camel farms in the UAE. After Emirati farmers no longer want these trucks, they migrate to the western coast of the UAE and Oman, where fishermen use them to haul in their nets—and the salty beach environment is usually their final resting place. Occasionally I'll spot a well cared for FJ40 or FJ45 but it's getting more rare—though it's still quite common in Oman and Saudi Arabia.

When we moved to the UAE, we couldn't afford a Land Cruiser—new or used. However, I managed to find a very low mileage FJ Cruiser with all the options that I wanted for a great price. I had a rear storage unit built to incorporate our Engel 45 fridge (one of the few belongings I had shipped over from the USA) and we were set—the FJ Cruiser performed flawlessly in the dunes.

My family doubled in size (we've now got two boys) and the FJ Cruiser didn't work well with loading and unloading of child seats. I sold the FJ Cruiser and was in a position where I could look at picking up a Land Cruiser—a used one, anyhow. I found a single-owner (Scottish expat retiring to Portugal) 1997 FZJ80 with only 140,000 kilometers. Best of all, it was loaded with all sorts of

goodies: cloth interior, rear-mounted spare, lockers, sub fuel tank, manual throttle cable, rear A/C—plus a mini-fridge in the center console that works well enough to make ice. The truck is a gem and the previous owner's wife nearly cried as I drove it away. They'd had the 80 for nearly fifteen years and had made full use of its capabilities camping in the desert and traveling the back roads of the UAE's mountains. That is really what having a Land Cruiser in the UAE is all about.

The UAE—and the Arabian Peninsula as a whole—is host to an awesome variety of terrain and scenery unlike anything I had ever seen. Along the coast, you have shallow water beaches with turquoise water and white sand. Those beaches are interspersed with mangrove swamps, which support their own complex ecosystems. Move inland and you encounter sandy terrain populated by small brush vegetation and the occasional tree. That vegetation fades and gives way to wave upon wave of sand dunes, as you would typically imagine of a desert. Working your way further inland, those dunes change from off-white to more of a typical tan color and eventually to a beautiful deep reddish-orange that photos can never quite capture. Go far enough east from Abu Dhabi and that red sand gives way to mountains of solid rock. Travel far enough south of Abu Dhabi and you encounter the Rub' al Khali—the Empty Quarter.



**Zippering around the dunes in the FJ Cruiser.**

Photo by Sarah Van Kruistum



### Visiting Castle Rock in the Emirate of Sharjah.

Photo by Joel Ericson

The Empty Quarter is the desert in its most epic form. Passing through the oasis town of Liwa and heading into the Empty Quarter, the sheer vastness is overwhelming. The reddish-orange sand forms dunes up to 250-meters (820-feet) tall. The ridges and peaks of the dunes produce bowls and valleys tens of meters deep. My dictionary defines awesome as, “extremely impressive or daunting; inspiring great admiration, apprehension, or fear.” That sums up the Empty Quarter perfectly. It is awesome.

From a distance, the Rub’ al Khali seems indeed to be empty—an expansive and barren land of undulating sand. Up close and in person, it supports many types of flora and fauna. I’ve seen scorpions, mice and gazelle. During the winter—after a sporadic rain—small green bushes with beautiful yellow flowers spring up seemingly out of nowhere. Traditional Bedouin tents are not an uncommon site... nor are camel farms. I’ve shared fresh camel milk with a Pakistani camel shepherd named Youssef, whose wrinkled face testifies to a life spent working in the desert’s harsh environment.

During the winter, we camp in the desert with friends. We caravan down to the city of Liwa and then venture off road to find a secluded campsite—preferring to drive until we don’t see any other tire tracks. We grill meat, build campfires, hike the dune faces, joy ride on the dunes in our vehicles and retreat to our sleeping bags as the temperature drops in the evening. The night is completely still and quiet—a perfect accompaniment to the star-studded sky.



**Youssef, a weathered Pakistani camel farmer.**

Photo by Joel Ericson

Our first year here, I learned the hard way that you don’t play in the Empty Quarter in the summer. On what was supposed to be a brief sightseeing trip, I ended up spending hours trying to extricate a friend’s Nissan Xterra from the bottom of a bowl in 45-degree C (113-degree F) heat. Did I mention the humidity runs in the 85% range here in the summer? After hours of digging and trying to free his truck, an Emirati in a Nissan Patrol mysteriously appeared. The Emirati directed our digging for about fifteen minutes and then hopped in the Xterra, did a few back-and-forth maneuvers and then blasted out of the bowl in 4-low with the engine hitting the rev. limiter. That wasn’t the first time—nor was it the last time—that I’ve been aided by a friendly Emirati who was incidentally enjoying the desert parallel to me.

There are numerous other off-road destinations within the UAE. Camel Rock is a naturally occurring rock formation in the northern Emirates that looks just like a camel’s head popping out of the sand. There are numerous wadis (the Arabic word for dry wash) to explore in the mountains. Many of these



Enjoying a picnic in the desert with friends.

Photo by Alex Williams

places are easily accessible for a nice day trip. Whenever we have guests visiting town, we load up the fridge with food, pack some chairs and the grill and head into the desert for an evening barbecue away from the city.

You don't have to own a 4x4 here but it has provided us with many opportunities to explore and enjoy the unique landscape. Our 80 series Land Cruiser created memories for the previous owners and is

already doing the same for us. In stock form, this Land Cruiser can go practically anywhere in the UAE.

I'm an engineer though, so my vehicle can't stay stock for too long. Modifications are based on aiding our camping and exploring. I've installed an auxiliary fuse panel and power circuit and I'm currently installing a dual battery system (for the fridge/freezer and any future accessories). I've been toying with the OEM snorkel but it's a bit pricey here and while water crossings are obviously quite rare here, it would be useful for reducing the dust intake. A rooftop tent is also in the planning but sourcing the exact tent I want has been difficult. The truck is already plenty competent off road so there are no plans for a lift or larger tires.

Beyond modifying the 80 series, I'm also hunting for a second Cruiser, hoping to find an FJ45 troopy or pickup in relatively good shape. I'd settle for an FJ40 if it were in the right condition, though. I chased down an FJ45 pickup in downtown Abu Dhabi about a year ago. The owner, a Pakistani man, had bought it new in 1984 and had no desire to sell it. He knew what he had and the amount I offered him wouldn't be enough to replace it with a functional vehicle for his business. Nearly thirty years old, his Land Cruiser was still earning its keep and was irreplaceable for his livelihood. I've got feelers out in Saudi and Oman, as the prospects there seem to be a lot more promising.

**REDLINE** Land Cruisers  
 COLORADO SPRINGS  
 1050 Ford Street • Colorado Springs, CO

**We've Moved!**  
**More Bays, More Capacity,**  
**More Innovation!**  
**Now in Colorado Springs, Colorado!**  
**Your Dream Truck is Waiting!**

**REDLINE** Land Cruisers  
**New Address:**  
 1050 Ford Street  
 Colorado Springs, CO  
 80915

**(719) 638-2003**  
 PRODUCTS • FABRICATION • CONVERSIONS • TRUCKS  
[WWW.REDLINELANDCRUISERS.COM](http://WWW.REDLINELANDCRUISERS.COM)



The desert sun reflects harshly off the 80 series Land Cruiser.

Photo by Alex Williams

We are halfway through our fifth year and so far don't have a timetable for returning to the United States. We love meeting and interacting with the people of the region, not to mention all the various expats from numerous countries around the globe. During the cooler months, we really enjoy exploring the outdoors. We can return to the US pretty much any time we want but experiencing life in a far away land isn't an every day opportunity. My project load at work could easily keep us here until 2017. We'll return to the US someday and rest assured, when we leave the UAE, we'll be shipping a Land Cruiser or two home.



In an effort to maintain current and correct records, TLCA requires an annual application from all members whether new or renewing. If you would complete each line, we can easily process your application.



I/We hereby apply for membership in the Toyota Land Cruiser Association for Toyota vehicle owners only. We will obey all rules and regulations set forth by the Board of Directors as allowed by the Association Bylaws.

I/We understand that/our name and other information may be given to other members for the express purpose of contacting fellow members in a given area. I/We also understand that this information may be given to Associate Members for use in membership verification or for marketing their products only. This information will NOT be sold to any outside companies.

**Make checks or money orders payable to:  
TLCA, Inc.**

- In U.S. funds only -  
(We are currently unable to accept non-US checks)

A service charge of \$15.00 will be assessed for all returned checks.

**MAIL TO:**  
TLCA, Inc.  
104 NW Pecan St.  
Blue Springs, MO 64014  
(800) 655-3810

Online membership submittal is supported on TLCA's website:  
[www.tlca.org](http://www.tlca.org)

For additional information or to apply by credit card over the phone, please call (800) 655-3810

## TLCA Membership Application

**PLEASE PRINT**

New Member \_\_\_\_\_ Renewal \_\_\_\_\_ If this is a renewal, write ID number here: \_\_\_\_\_

Name: \_\_\_\_\_ Birth Date M/D/YR: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone(s) Home ( ) \_\_\_\_\_ Work ( ) \_\_\_\_\_

Email Address: \_\_\_\_\_

Year of Toyota (only one required) Model: \_\_\_\_\_ Year: \_\_\_\_\_

Chapter Member: Yes No Chapter Name: \_\_\_\_\_

Are you affiliated in other 4WD organizations? Yes No Which? \_\_\_\_\_

If you are a new member, how did you find out about TLCA? \_\_\_\_\_

If referred by a member, who? \_\_\_\_\_ Their TLCA Member # \_\_\_\_\_

### PLEASE ALLOW FOUR TO SIX WEEKS FOR MEMBERSHIP PROCESSING

TLCA Membership (includes: ID card, six issues of Toyota Trails via USPS bulk rate)

NOTE: USPS bulk mail takes two to seven weeks. First Class USPS arrives in three to 10 days.

Annual Dues \$28.00 (Payment by credit card \$30.00) ..... \$ \_\_\_\_\_

International Membership, No Printed Copy of Toyota Trails \$25.00 ..... \$ \_\_\_\_\_

First Class postage w/3-7 day delivery (US only) Add: \$15.00..... \$ \_\_\_\_\_

Non-US postage surcharge: Canada \$15.00; Others \$30.00..... \$ \_\_\_\_\_

Copy of current issue of Toyota Trails @ \$6.00..... \$ \_\_\_\_\_

Voluntary Contribution (not tax deductible)..... \$ \_\_\_\_\_

Check VISA MasterCard Discover American Express TOTAL \$ \_\_\_\_\_

Card Number: \_\_\_\_\_

Name as it appears on card: \_\_\_\_\_ Card Exp Date: \_\_\_\_\_

Credit Card Billing Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

☐ Yes! I want TLCA to automatically renew my membership every year.

By providing my credit card information and signing below I authorize the Toyota Land Cruiser Association, Inc., and/or its assigns to charge my credit card the amount of current TLCA membership every year in the month prior to my expiration date. I can cancel automatic renewal at any time by contacting the membership office at [membership@tlca.org](mailto:membership@tlca.org) or by calling (800) 655-3810.

Comments to Staff: \_\_\_\_\_

TLCA is primarily a volunteer organization and as such, our response time may vary. Your membership will be processed as quickly as possible and you will receive your welcome packet shortly thereafter, including your ID card and stickers. You will receive a PayPal receipt after the transaction is complete. New ID numbers are not emailed. Once you receive your ID card, login credentials can be received by contacting our Webmaster at [webmaster@tlca.org](mailto:webmaster@tlca.org). If you need further assistance, please contact the TLCA Administrator at [membership@tlca.org](mailto:membership@tlca.org).

TLCA MERCHANDISE						
Qty	Item	Price	Item Total			
	<b>Tank Top</b> , Ash color <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL	\$12.00				
	<b>Hooded TLCA Sweatshirt</b> , Ash color <input type="checkbox"/> M	\$25.00				
	<b>Crewneck Sweatshirt</b> , Ash color <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL	\$25.00				
	<b>Pocket T-shirt</b> , w/ TLCA logo on back, white <input type="checkbox"/> M	\$15.00				
	<b>TLCA Distressed Logo T-shirt</b> <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL	\$15.00				
	<b>Poster</b> "Where Did Your Weekend Take You?" 39" x 27"	\$20.00				
	<b>Legendary Land Cruisers DVD</b> Isaac Elliot-Fisher's documentary on the Toyota Land Cruiser in North America	\$9.00				
	<b>3" TLCA Decal</b> Adhesive on Front	\$1.50				
	<b>3" TLCA Patch</b>	\$5.00				
	<b>2005 Dash Plaque</b> (contact TLCA for prior years)	\$3.00				
	<b>Toyota Trails Collector's Sets</b> <input type="checkbox"/> '98/'99 <input type="checkbox"/> '00 <input type="checkbox"/> '01 <input type="checkbox"/> '02 <input type="checkbox"/> '04 <input type="checkbox"/> '05 <input type="checkbox"/> '06 <input type="checkbox"/> '07 <input type="checkbox"/> '08 <input type="checkbox"/> '09	\$30.00				
	<b>Toyota Trails Back Issues</b> <input type="checkbox"/> Jul-Aug '97 (If it's not listed, we don't have it!) <input type="checkbox"/> Sep-Oct '98 <input type="checkbox"/> Nov-Dec '98 <input type="checkbox"/> Jan-Feb '99 <input type="checkbox"/> Mar-Apr '99 <input type="checkbox"/> May-Jun '99 <input type="checkbox"/> Jul-Aug '99 <input type="checkbox"/> Sep-Oct '99 <input type="checkbox"/> Nov-Dec '99 <input type="checkbox"/> Jan-Feb '00 <input type="checkbox"/> Mar-Apr '00 <input type="checkbox"/> May-Jun '00 <input type="checkbox"/> Jul-Aug '00 <input type="checkbox"/> Sep-Oct '00 <input type="checkbox"/> Nov-Dec '00 <input type="checkbox"/> Jan-Feb '01 <input type="checkbox"/> Mar-Apr '01 <input type="checkbox"/> May-Jun '01 <input type="checkbox"/> Jul-Aug '01 <input type="checkbox"/> Sep-Oct '01 <input type="checkbox"/> Nov-Dec '01 <input type="checkbox"/> Jan-Feb '02 <input type="checkbox"/> Mar-Apr '02 <input type="checkbox"/> May-Jun '02 <input type="checkbox"/> Jul-Aug '02 <input type="checkbox"/> Sep-Oct '02 <input type="checkbox"/> Nov-Dec '02 <input type="checkbox"/> Jan-Feb '03 <input type="checkbox"/> Mar-Apr '03 <input type="checkbox"/> May-Jun '03 <input type="checkbox"/> Jul-Aug '03 <input type="checkbox"/> Sep-Oct '03 <input type="checkbox"/> Nov-Dec '03 <input type="checkbox"/> Jan-Feb '04 <input type="checkbox"/> Mar-Apr '04 <input type="checkbox"/> May-Jun '04 <input type="checkbox"/> Jul-Aug '04 <input type="checkbox"/> Sep-Oct '04 <input type="checkbox"/> Nov-Dec '04 <input type="checkbox"/> Jan-Feb '05 <input type="checkbox"/> Mar-Apr '05 <input type="checkbox"/> May-Jun '05 <input type="checkbox"/> Jul-Aug '05 <input type="checkbox"/> Sep-Oct '05 <input type="checkbox"/> Nov-Dec '05 <input type="checkbox"/> Jan-Feb '06 <input type="checkbox"/> Mar-Apr '06 <input type="checkbox"/> May-Jun '06 <input type="checkbox"/> Jul-Aug '06 <input type="checkbox"/> Sep-Oct '06 <input type="checkbox"/> Nov-Dec '06 <input type="checkbox"/> Jan-Feb '07 <input type="checkbox"/> Mar-Apr '07 <input type="checkbox"/> May-Jun '07 <input type="checkbox"/> Jul-Aug '07 <input type="checkbox"/> Sep-Oct '07 <input type="checkbox"/> Nov-Dec '07 <input type="checkbox"/> Jan-Feb '08 <input type="checkbox"/> Mar-Apr '08 <input type="checkbox"/> May-Jun '08 <input type="checkbox"/> Jul-Aug '08 <input type="checkbox"/> Sep-Oct '08 <input type="checkbox"/> Nov-Dec '08 <input type="checkbox"/> Jan-Feb '09 <input type="checkbox"/> Mar-Apr '09 <input type="checkbox"/> May-Jun '09 <input type="checkbox"/> Jul-Aug '09 <input type="checkbox"/> Sep-Oct '09 <input type="checkbox"/> Nov-Dec '09 <input type="checkbox"/> Jan-Feb '10 <input type="checkbox"/> Mar-Apr '10 <input type="checkbox"/> May-Jun '10 <input type="checkbox"/> Jul-Aug '10 <input type="checkbox"/> Sep-Oct '10 <input type="checkbox"/> Nov-Dec '10 <input type="checkbox"/> Jan-Feb '11 <input type="checkbox"/> Mar-Apr '11 <input type="checkbox"/> May-Jun '11 <input type="checkbox"/> Jul-Aug '11 <input type="checkbox"/> Sep-Oct '11 <input type="checkbox"/> Nov-Dec '11 <input type="checkbox"/> Jan-Feb '12 <input type="checkbox"/> Mar-Apr '12 <input type="checkbox"/> May-Jun '12 <input type="checkbox"/> Jul-Aug '12 <input type="checkbox"/> Sep-Oct '12 <input type="checkbox"/> Nov-Dec '12 <input type="checkbox"/> Jan-Feb '13 <input type="checkbox"/> Mar-Apr '13 <input type="checkbox"/> May-Jun '13 <input type="checkbox"/> Jul-Aug '13 <input type="checkbox"/> Sep-Oct '13	\$5.00 each				
	<b>Toyota Trails Current Issue</b> Nov-Dec '13	\$7.00				
	<b>Toyota Trails Gift Pack</b> Two most recent issues	\$10.00				
Sales Tax is applicable to California residents only. Note: Sonoma county residents pay 7.5% Shipping and handling charges: Add \$4.50 for orders of up to \$10.00, \$5.50 for orders over \$10.00, and \$6.50 for orders over \$20.00. *Surcharge for selected items: Mugs, \$1.00 for each item over one. If you are ordering from outside the USA please indicate whether you would like the items shipped surface or airmail. In addition, do not complete the shipping charges section, this will be done by TLCA and added to your credit card charge. If you are not ordering with a credit card please contact TLCA merchandise office and specify what you intend to order at: <a href="mailto:merchandise@tlca.org">merchandise@tlca.org</a> to get exact shipping charges to your destination before placing your order. Order online using credit card or PayPal from TLCA's web site: <a href="http://www.tlca.org">www.tlca.org</a> TLCA tries to keep all items in stock, however, from time to time an item may be temporarily out of stock. In this case you will be notified that the item is back-ordered and your order will be filled as soon as the item is in. Please Allow 4 to 6 weeks for delivery.			<b>Order Subtotal</b> <b>Sales Tax 7.25%</b> (California Only) <b>Shipping</b> <b>Total</b>			
<b>Name &amp; ID#</b>		<b>Phone (       )</b>				
<b>Address</b>						
<b>City, State or Province, Zip</b>						
<input type="checkbox"/> Cash <input type="checkbox"/> Check <input type="checkbox"/> VISA <input type="checkbox"/> MasterCard <input type="checkbox"/> AmEx <input type="checkbox"/> Discover <b>Card #</b> <b>Make check or money order payable in U.S. funds only to: TLCA. To pay with PayPal, visit <a href="http://www.tlca.org">www.tlca.org</a>.</b>						
<b>Name as it appears on card:</b>				<b>Card Expiration Date:</b>		
<b>Signed</b>				<b>Date</b>		
<b>Mail to: TLCA, 104 NW Pecan St. Blue Springs, MO 64014</b>						

# Thrill on the HILL

by Phillip Jones



Brett Viera breaks in his 2012 4Runner—  
purchased just two days prior to the event.

Desert dust descended on my windshield in an unforgiving fashion. I was tail gunner behind a dozen trucks led by Kris Thomas, heading to an alleged waterfall destination—but I was struggling to see the trucks and the trail as the atmosphere filled with a brown cloud of accumulated dirt dispersed by off-road tires spinning beneath the convoy of Toyota trucks.

At our last stop, a muddy crux strategically located among a pair of riverbed steps held bone-stock Toyota rigs at bay. The natural placement of the rock steps was nearly equal to the wheelbase of FJ Cruisers, added to the difficulty. As drivers and passengers stood in groups to observe the mudslinging, skepticism about the existence of a waterfall was expressed. The talk was light-hearted but an audible note of seriousness could be detected as hunger was gaining hold. It was well past lunchtime and we were in the midst of the dry Chihuahuan desert in the Sacramento Mountains of New Mexico.

There were no visible channels of water streaming down from the surrounding mountains or sparkling liquid in the streambeds we passed. After hours of articulating over shelves in large, dry riverbeds—with the exception of an occasional mud pit—and passing over dry wash ruts, the skepticism was understandable. There simply could not be a waterfall in this desert. Despite the overcast situation, the August heat was ever present. Fortunately, we could retreat to our air-conditioned rigs and grab cold drinks from our coolers and fridges. We were hardly suffering, yet our comfort levels were somehow being tested.

Toyota vehicles wind their way through the Sacramento Mountains.



Suddenly the dust was dying down and a symmetrical row of multiple brake lights flickered ahead. The radio crackled with excitement as we slowed. A small canyon was visible to our left and people were jumping out of their rigs to get a view. I slammed my 4Runner into park and grabbed a camera. As I quickly walked to the edge, paradise emerged into view. Being cautious not to stand on soft desert dirt, I was equal parts amazed and perplexed. How could such beauty exist here?

The previous night, I had signed up for the trail run dubbed Coyote 1. It was the word "waterfall" in the description that caught my attention. Coyote 1 was billed as an easy run with a waterfall as the destination. In an existential moment, I surrendered to the realization that testing my truck's off-road capabilities was now a thing of the

past. My desire for scenery ranked higher than pursuing yet another attempt at proving something—then later forking out more money for repairs. This time, taking in the scenery would trump my ego—perhaps a sign of maturity.

The clouds formed a welcome backdrop as the Toyota trucks slowly descended into the canyon and alongside the waterfall. Anxieties about our destination melted away as people quickly flocked to the water, shedding shoes and socks in their wake.

Brandon Burling and Chris Adams started the Thrill on the Hill event seven years ago. Brandon—who runs a sales organization at Desert Sun Toyota—sold one of the first FJ Cruisers to Chris. Casual conversation led to an organized off-road trip, which became an annual run. First it was only FJ Cruisers

but later some Land Cruiser owners joined in. Now the event is open to all Toyota 4x4 trucks.

The event is based at Camp of the Tall Pines, located deep in the Lincoln National Forest. The appropriately named campground offers ample tent camping, cabins and RV spots. A large lodge serves as chow house, headquarters and meeting room. The road to get to the campground winds through a scenic valley floor with fields of yellow flowers, green grass, hills with tall pines and photogenic farms.

Brandon and his team went out of their way to make the event a hit. Registrants were greeted with an event t-shirt and a thick bracelet made from survival cord. A vendor set up shop to sell delicious breakfast burritos and various lunch options. Scrumptious

**Thrill on the Hill participants in the waterfall canyon.**





**Matthew Bobbitt flexes his 1984 4Runner at the drop in to a desert trail.**

barbecue was catered in on Friday evening and a fajita cookout was served up on Saturday night. It seemed that Brandon and his crew thought of everything.

The event was limited to one hundred trucks. Brandon explained that setting a limit preserves the quality of the event, controls impact to the forest and keeps things at a more personal level. His desire is to develop relationships between his staff and the attendees.

A little over 1.1 million acres of New Mexico make up the Lincoln National Forest. The nearby town of Cloudcroft is a postcard perfect mountain town with unique restaurants, shops and communities of cabins. Much of the area surrounding Cloudcroft is located at over 7,000 feet in elevation.

The high elevation, lack of light pollution and typically dry climate result in a dark night sky with very little atmospheric interference. This part of New Mexico is ideal for astronomy. Nearby Sunspot is home to major research observatories, including the National Solar Observatory and the Sloan Digital Sky Survey telescope at Apache Point Observatory. Also in the area is New Mexico Skies, an observatory facility for hosting privately owned telescopes that are accessed remotely for night sky imaging.

On our first night, I set up a telescope for nearby campers and friends to take a peek at what the night sky had to offer. As people gathered to gaze through the apochromatic refractor, someone pointed toward the sky and suggested that clouds were approaching. I politely explained that she was looking at an arm of our Milky Way galaxy.

It was Saturday night and the trail sign-up lists were once again causing me angst. One of my buddies had chosen a more extreme trail the previ-



**Dark skies and the high elevation made the Milky Way visible to the naked eye from the event campground.**

ous day. It was a good thing he had brought his truck on a trailer because that was the only way it was getting home after that trail run. This was of interest to me because I was driving the same rig with the same suspension parts that had failed him. I determined it was best that I continue my path toward maturity and choose a less aggressive run.

David Aurzada volunteered to lead a trail run called Westside, which referenced a scenic forest route named Westside Road,



**Following a long day of off-roading, Jordan Simons inspects her FJ Cruiser for damage.**

which ran north and south along the western edge of the forest. David and Brian Rogers had the maps out and talked through other routes to include in the daylong trip. Since Brian had experience on the roads, his input helped David to come up with an all-day overland style loop that would take us on multiple back roads.

Sunday morning dawned and we eagerly hit the trail behind David's yellow FJ Cruiser. Our group of seven rigs navigated narrow back roads surrounded by the tallest pines I'd ever seen. At one point, we stopped to take in the various flowers in the area. The ladies in our convoy grabbed their men and pulled them into the midst of the flowers to take some couples photos. As we talked about the beauty surrounding us, wild horses emerged from the forest. We couldn't have scripted this any better.

Eventually we pulled onto the north end of Westside Road and were treated to scenic views of the Sacramento Mountains and White Sands. The sun reflected off the numerous windows of homes resting atop the hills, where the homeowners enjoyed similar views.

Late in the excursion, we took a spur road to investigate what locals referred to as the "rock garden." This offered us a brief technical bit of articulation before we continued on our way south and then east. The curvy switchback roads appealed to our aggressive driver tendencies, as we joked over the CB signal about our rally car driving aspirations. When safe opportunities presented, we took the corners at higher speeds to enjoy some fishtailing. My fun was somewhat limited and I cursed Toyota for not providing a button for disabling the traction control.

Not long after turning east, we took in the most scenic view as we stood at 8,182 feet atop a bluff overlooking the mountains panning southeast and southwest—and we convinced ourselves that we were peering clear into Texas and Mexico. This was the unforgettable climax of the trip. We reluctantly headed back to camp, motivated only by the thought of the cookout that awaited us.

For those seeking an intellectual flare with their off-road experience, Chris Adams—who is an archaeologist for the U.S. Department of Agriculture—led a historical tour on both Friday and Saturday. The trip included a visit to the murder site of John Henry Tunstall, who in 1878 was the first victim of the Lincoln County War. Access to the site requires an off-road capable vehicle and Adams energetically delivered a historical account of facts surrounding the county conflict and the Tunstall murder.

Several key components separate Thrill on the Hill from other off-road events. First is



**An FJ Cruiser gets a wheel up during a rocky descent in the mountains.**

the fact that the Sacramento Mountains at the lower elevation and the Lincoln National Forest at the higher elevation provide two distinct options for off-road terrain and scenery. Second are the interesting options for trail runs. Finally, the style and location of the event render a more intimate weekend with off-road enthusiasts. If you are seeking a unique and relaxing experience in a scenic locale, put Thrill on the Hill on your calendar for Labor Day weekend. Bring a camera. You'll need to produce evidence when you tell people about a waterfall paradise in the middle of a desert and they respond with, "Photos or it didn't happen."

**PHOTOS BY PHILLIP JONES**



**Many of the Thrill on the Hill participants gather for a group photo.**

BY ERIC AGEE

# McGrew Trail Ride 2013

It was a long drive from Georgetown, California to O'Brien, Oregon, but it was certainly worth it. The 2013 McGrew Trail Ride was a great experience.

Grants Pass was only about 109 degrees when we rolled through, with no other protection than a bikini top and some expired sunscreen—did you know sunscreen could expire? I can't tell you how relieved we were to drop down into the Illinois Valley, cruise through Cave Junction and finally arrive in O'Brien.

Our first stop was the O'Brien Market and Deli for more ice (lots of ice), then over to McGrew's Steak House for beer (lots of beer!) and one of the best steaks I've had in a long time. My wife says the house bleu cheese dressing is the best she's had anywhere—creamy and scratch-made. And then there is the conversation.... O'Brien's residents are—to say the least—a colorful bunch, open and approachable. McGrew's Steak House is definitely a friendly place to while away the afternoon.

Most of the Trail Ride's participants who arrive on Thursday night camp out in the field behind the store. The management has allowed this for years, with no fee attached. They've got just about everything you want or need, including breakfast sandwiches and gas—but Oregon doesn't allow you to pump your own fuel, so make sure you check your gauge during business hours.

We were beat and more than a little stinky though, so we headed to the Holiday Motel for showers and clean sheets. Its antiquated décor was quaint and reminiscent of a 1940's roadside inn. The shower was hot and the room was very clean and quiet. We slept like babies!

We were up at six a.m. and back to Cave Junction for breakfast at Taylor's Sausage right off highway



Eric Agee having a little fun in the Sluice. Photo by Alex Noble



Ulysses Sierra showing how an FJ Cruiser handles the trail. Photo by Susan Konovaloff



Water breaks are essential on a hot, dusty trail. Photo by Susan Konovaloff

199. I'm from the South, so I know biscuits and gravy and I have to tell you, their version is fantastic! The aromas from the meats and sausages alone could sustain a hungry man for days.

The trail itself is not overly challenging—a good stock rig or beginner's run—but the sharp rocks claimed more than one tire on our way in. It was hot and dry, due to the 500,000-acre Biscuit Fire of 2003. It was sad to drive across a ridge and look out for miles at land that should have been covered with trees. I imagined a cool canopy of relief



**Chad Holznagel guides his Lexus through the dusty terrain.** Photo by Karen Agee



**Mitch Thomas working his way up the waterfall section of the trail.** Photo by Karen Agee

and wondered if we will live to see it return to its former glory.

For lunch, we stopped in a wide-open space with no shade except what was under the rigs. Smart veterans of the run had all kinds of contraptions and ideas on how to fashion something into an awning.

Once we got into camp, we picked a spot to park and headed on down to the water. The crisp flow coming in from the Smith River, converging with the mildly warm Baldface Creek, offered the exact perfect temperature to sooth our weary bones.



**Tony Konovaloff taking the plunge.** Photo by Susan Konovaloff

Best of all? The people. Every one of them made us feel welcome and a part of the group. We made many new friends we won't soon forget. Thanks so much to Bill and Virginia Wright for inviting us, and to Ty Freeman and Garrett Winn for taking such good care of us. We can't wait to see you all next year!



# Toyota Trails Back Issues

Available as single copies for just \$5 each or as complete Collector's Sets for \$30. Order online at [www.tlca.org](http://www.tlca.org) or see page 30 for more info.

# 40s ONLY RUN

**by Suzie Crase**

Argentine Pass, at 13,132 feet of elevation, is the highest named vehicle-accessible pass in Colorado. The path was built by Edward Wilcox to service his multiple silver mining operations at the Waldorf Mine, as well as many other rich deposits above Georgetown, previously accessible only by pack mule. He built the Argentine Central Railroad in just a year. The line opened on August 1, 1906, and served the tourist trade with a spur that took summer visitors from Denver to the summit of Mt. McClellan at 13,587 feet. It was the highest railroad in the United States and you can still drive up there, as some of us did for Rising Sun's sixth annual, 40s Only Run.



ABOVE: Joe Huber relaxes as son Martin snaps a photo of his FJ40.

Photo by Martin Huber

TOP: Lunch near the top of Argentine Pass.

Photo by Suzie Crase



Brad Klein signals thumbs up as Steve Morgan negotiates a tight switchback.

Photo by Suzie Crase



Abe Russell's Troopie, Steve and Suzie Crase's 1977 FJ40 with Steve Morgan's 1969 hardtop in the rear view mirror.

Photo by Suzie Crase



Looking west into Summit County and Ruby Gulch.

Photo by Suzie Crase

Our group of colorful FJ40s—five blue, three green, two tan, two gray (one light, one dark), one olive green, one mustard yellow and one red, plus a very cool, tan 1983 HJ47 Troopie—met up early in Georgetown, in an attempt to encounter minimal traffic on the trail. Sixteen vehicles strong, we headed up Guanella Pass and soon were off the pavement onto one of the many Forest Service roads in the area.

Martin Huber, our leader, has been the chief instigator and organizer of the 40s Only Run for the Rising Sun 4x4 Club since the inaugural Kingston Peak/Yankee Hill Run in 2007, which consisted of only a



The pace of the FJ40s Only Run is relaxed, with trucks spread out along the trail.

Photo by Suzie Crase

few rigs. He conceived the 40s Only Run as a way to encourage folks with old iron to get out and drive on a trail together, at their own speed, which can frequently be a bit slower than the newer vehicles prefer to travel. The accumulated and shared knowledge gathered and exchanged is both useful and fun for the owners and—from my first experience with this group—was heartily endorsed and appreciated by others on the trail, including Jeepers.

There's nothing like lunch at 13,132 feet when the temperature is 90 degrees plus in Denver, where most of us originated. Nary a breeze, 75 degrees, stunning 360 degree views from the Front Range to the Gore Range, with the Keystone and Breckenridge ski runs visible—breathtaking.

Martin, in his green 1973 softop, has led the little trucks on their designated run for many years: up Red Elephant Hill and Mill

Creek in 2008; Wise Mountain in 2009; Georgia Pass and the Swan Loop in 2010; and Argentine Pass in both 2011 and 2013 (2012 had to be cancelled due to a knee injury). Each run has been a scenic day trip from the Denver metro area with attendance varying from five to nineteen FJ40 Land Cruisers.

We encountered a few raindrops on the trip down and rescued a 4X4 that had slid



# Cross One Off Your List

## My Bucket List

- Finish Cruiser project
- Drive around the world
- Organize shop
- Complete my collection of Toyota Trails

**Get your 2012 Collector's Set.**  
Includes all six 2012 issues.  
Only \$30.00.  
Order online at [www.tlca.org](http://www.tlca.org)  
or see page 30 for more info.



Jim Sanderson's 1977 hardtop, with Square Top Mountain in the background. Photo by Suzie Crase

**FREE DIGITAL SUBSCRIPTION!**

**TOYOTA CRUISERS & TRUCKS**

**TCTMAG.ME**

off the side of the road on a steep switchback. Ige Gustavson's green 40 ("Annie"), a 1963 restoration (born in 1962, but that's another story) lost its brakes briefly but she made it safely down to Georgetown.

Colorado residents live in a great place to wheel thanks in large part to those "crazy-ass miners" and their historical search for precious metals. The raw physicality of the terrain is matched by the old FJ40s as they rock, bounce and bump up and down the trail and make us appreciate the past while we look forward to future 40s Only Runs. Thanks to Martin for creating a great tradition!



**CRUISER SOLUTIONS**

Quality Products, Fair Prices, Superior Craftsmanship

- Custom Built Cruisers
- ARB Products
- Toyota Parts
- Diesel Conversions

**603-329-9999**

37 Garland Drive  
Hampstead, New Hampshire 03841  
P.O. Box 998  
East Hampstead, NH 03826

Fax: 603-329-9939  
e-mail [info@cruisersolutions.com](mailto:info@cruisersolutions.com)

[www.CruiserSolutions.com](http://www.CruiserSolutions.com)

# Toys on the Rocks 30th Anniversary



Toys on the Rocks, the TLCA club out of Placerville, California, is observing their 30th anniversary this year. To celebrate, the club rented the Loon Lake Chalet over the Labor Day weekend, with forty-five people attending, including members, family and friends. The chalet is located a couple of miles from the kiosk area that marks the beginning of the Rubicon Trail. Lots of good food was prepared, a champagne toast was held recognizing the landmark date and everyone worked the kitchen on Sunday making tacos for Cantina For The Con.



**Toys on the Rocks members, family and friends gather at the Loon Lake Chalet to celebrate thirty years of service and dedication to the off-road community.**

*Photo courtesy of Toys on the Rocks*

Toys on the Rocks was formed in 1983 by a group of individuals who became charter members. These members include Judy Anderson, Jack and Bonnie Line, Gary and Barbara Bjork, Bill and Pat Dellinger, Ron and Karen Dostart, Mike Jordan, Steve and Stacie Lindstrom, Mike Signor, George Savage, Danny and Janice Warden, and John and Chris Wilson. Most of these people were from the greater Placerville area and many were members of another local club at the time—the El Dorado Jeepherders. They banded together to start their own club made up of only Toyota four-wheel drive vehicles, mostly Land Cruisers. Informal meetings were first held at member homes where a constitution and bylaws were drawn up and the name, Toys on the Rocks, was conceived. As the club began to grow, meetings were moved to a conference room at the El Dorado County Sheriff's office and then to a local pizza parlor, where more space was available. The club also began a long-standing tradition of participating in the annual Placerville Christmas Parade and donated heavily to the local Toys for Tots branch in affiliation with the parade.

The charter members placed an emphasis on family involvement that drove the design and operation of the club. The club also developed an unwritten doctrine regarding ethical behavior, especially when out on the trail. Included in this doctrine is the edict that you will not be left behind or stranded if your rig becomes broken or unusable. You will be helped and we will see that your rig can be fixed or we will make other arrangements for a safe exit—period.

The club initially required members to pay membership dues in the California Association of Four Wheel Drive Clubs (CA4WD). Representatives from the Toyota Land Cruiser Association (TLCA) Board of Directors approached the club in 1985 to enlist Toys on the Rocks as a TLCA chapter and the club eventually voted to join ranks with TLCA in addition to CA4WD. Through the years, Toys on the Rocks members have acted as Managing Editor of *Toyota Trails*,



**Toys on the Rocks out for a little fun in the snow.**

*Photo by Karen Agee*



**Trucks in the parking lot while Toys on the Rocks supports a local school for adults with special needs.**

*Photo by Karen Agee*

TLCA Secretary, TLCA Webmaster, and several have served as Rubithon Chairman. By 1993, the club could no longer support both organizations as effectively as they wanted and the CA4WD membership requirement was dropped. To this day, club members are strongly urged to continue membership in CA4WD as individual members.

Also in 1985, the club started an annual Rubicon run called Toyota Mountain Mania (TMM), which morphed into the annual

TLCA Rubithon event that began in 1989. The club then reorganized the TMM event and scheduled it on a weekend closest to the Fourth of July. From raffle proceeds at this event, the club was able to expand the treasury in order to begin donating to other organizations, such as CA4WD, BlueRibbon Coalition, United Four Wheel Drive Association and TLCA. As the TMM event prospered, the club was able to continue its support of Rubithon, even though the two events were sometimes scheduled only two weeks apart.

The one constant has always been Rubithon. The club enjoys participating every year and a raffle donation is always included. Through the years, Toys on the Rocks has had many members involved in a wide variety of important Rubithon organizational duties. These include chairmanship, leading trail runs, raffle organization, camp duties, fixing vehicles and the club even cooked dinner in 1995. Rubithon remains on the club calendar each year and Toys on the Rocks continues as the longest active participant in support of Rubithon.

By 1991, the club began to experience growing pains. Enrollment approached forty members, with some of the original members moving on to other interests. As a result, the club went through a reorganizational transition.

In 1993, Toys on the Rocks launched another event called the Gold Lake Crawdad Poker Run (Crawdad Run) and co-hosted this event for the first three years, along with the Toyotally Awesome Cruisers of Auburn, California. During this period, the last TMM Run was held in 1995. The club simply didn't have enough time and resources to manage both events and also remain actively involved with Rubithon. In 1996,

**The next generation of Toys on the Rocks members, out enjoying the trail.**

*Photo by Karen Agee*





### Lining up to lay one of our brothers to rest.

Photo by Jewel Milton

the club began hosting the Crawdad Run on its own and from that point forward, the Crawdad Run provided spectacular results in raising the club profile and expanding the treasury even further. The run was traditionally held over the Labor Day weekend but by 1999, the Forest Service was not willing to renew the permit for that timeframe. The club decided it wasn't worth the effort to contend with the Forest Service any further and the Crawdad Run came to an unfortunate end after only seven years.

After the Crawdad Run ended, the club began donating to local charities and continued the yearly donations to Toys for Tots as part of their active participation in the Placerville Christmas Parade and of course, Rubiathon. Eventually the dividends provided by the Crawdad Run began to dwindle and without an event to stimulate the treasury, the club struggled to maintain some of these charitable donations.

As the club continued into the next millennium, there was a constant search for another event that would be unique from others and still put the focus on four-wheeling. Thus came an idea in 2007 for a show and shine event combined with a swap meet. It was simply titled, 4X4 Show and Shine Swap Meet, hosted by Toys on the Rocks, and this event is still held each year on the second Saturday in May. Like most events, the first couple of years didn't yield much revenue but by the third year, the event had picked up steam with some major contributors setting up display booths, including El Dorado County Search and Rescue, Marlin Crawler, Rubicon Trail Foundation, the El Dorado County Sheriff, El Dorado National Forest Service and others. Proceeds from the Show and Shine have allowed the club to once again donate to other organizations at more historical levels.

One of the organizations that has entered the landscape in recent years is the Rubicon Trail Foundation (RTF). Formed by a group

of individuals in 2004 to monetarily support efforts on the Rubicon Trail, RTF has become the premier organization dedicated to the future health of the Rubicon Trail. Toys on the Rocks has members that are currently on the RTF Board of Directors or have been officers in the past, while others work and live on the trail to provide user education. The club also has members who are involved with Friends of the Rubicon (FOTR). This is an informal coalition of groups and individuals dedicated to keeping the trail open and available to all recreationists. FOTR works hand in hand with RTF to keep the Rubicon Trail an icon of four-wheeling and is tasked with the actual trail work in conjunction with RTF.

As with any foundation, RTF is always seeking financial support to fund a wide variety of concerns related to its non-profit budget. Toys on the Rocks happily contributes whenever and wherever possible, not only financially but in volunteering time and

labor toward many of the Rubicon Trail Foundation's goals.

Toys on the Rocks has endured through the years for several reasons. First is the individual member commitment to a group effort. Toys on the Rocks has a focus on long standing traditions remaining intact. Group outings and especially trail runs are recognized as the essential activity that binds the club together. Charitable contributions are a major component. The volunteer time and energy that members give to other organizations and events is incredibly high. Finally there is the unwritten doctrine....

Toys on the Rocks is proud to celebrate 30 years of existence and the club looks forward to many more years of continued operation. With the support of its members, that will certainly happen.

**TEXT COURTESY OF TOYS ON THE ROCKS**



An FJ40 decked out for the Toys for Tots parade.

Photo by Karen Agee

# Chapter Directory



**Alamo City Land Cruisers**  
San Antonio, TX  
(210) 393-5922  
alamocitylandcruisers@gmail.com



**Battle Born Cruisers of Northern Nevada**  
Dan R. Johnson  
806 Packer Way  
Sparks, NV 89431  
rusty.tlc@gmail.com  
www.battleborncruisers.org



**Bay to Blue Ridge Cruisers**  
John Embrey  
873 Kellogg Mill Road  
Fredericksburg, VA 22406  
jmembre@adelphia.net



**Bayou State Land Cruiser Assoc.**  
P.O. Box 271  
Youngsville, LA 70592  
www.bslca.com  
info@bslca.com



**Beach 'N Toys**  
Gregg McNab  
(760) 630-8088  
72zippy40@cox.net  
www.beachntoys.com



**Bluegrass Cruisers**  
Thom Placier  
123 Winners Circle  
Georgetown, KY 40324  
(502) 316-3590



**Book Cliff Cruisers**  
Jonathan Harris  
P.O. Box 985  
Clifton, CO 81520  
BookCliffCruiserClub@gmail.com  
http://forum.ih8mud.com/co-book-cliff-cruisers



**Capital Land Cruiser Club**  
Tracy Barker  
2875 Townerview Rd. Ste 1000  
Herndon, VA 20171  
(703) 467-9341  
cptbarker@aol.com



**Cascade Cruisers**  
Bill Wright  
billybongo63@msn.com  
(503) 539-1705



**Channel Islands Cruisers**  
Oxnard, CA  
Ken Welch  
(805) 485-5740  
kenwelch1@verizon.net



**Central Oregon Cruisers**  
Todd Winkler  
17165 SW Blue Jay Road  
Terrebonne, OR 97760



**Central Valley Crawlers**  
Dan Hull  
9860 West Ferguson Ave.  
Visalia, CA 93291  
hullid@earthlink.net  
(559) 280-6105



**Coastal Cruisers**  
Steven Tetu  
81 Moray Street  
Port Moody, BC V2H 3M2  
(604) 461-3540  
cruiser@uniserve.com



**Colorado Land Cruisers**  
Mark Janzen  
6 Studio Pl. Unit B  
Colorado Springs, CO 80904  
(719) 473-7257  
info@coloradolandcruisers.org  
www.coloradolandcruisers.org



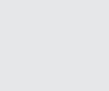
**CottonLand Cruisers**  
Jeff Murrah  
512 Carlisle Circle  
Madison, MS 39110  
601-954-9558  
murrah40@gmail.com



**Dakota Territory Cruisers**  
Ann Thorson  
P.O. Box 2238  
Rapid City, SD 57709  
(605) 391-4788  
dakotacruisers@gmail.com  
www.dakotacruisers.com



**Deep South Cruisers**  
Hal Hall  
1445 Caribbean Circle  
Alabaster, AL 35007  
205-664-8723  
halhall@bellsouth.net



**DixieLand Cruisers**  
2215 Country Club Drive  
Montgomery, AL 36106  
Clarence Specht  
clank506@yahoo.com



**FJ Island Cruisers**  
Josue Estrada G.  
Santo Domingo, Dominican Republic  
08tbrujablanca@hotmail.com



**Florida Land Cruiser Assoc.**  
9680 N Enellia Ave  
Citrus Springs FL 34433  
JD Dixon  
352-637-5399  
newsletter@flca.org  
www.flca.org



**Georgia Cruisers**  
Andrew Howe  
amhowe1@yahoo.com  
www.gacruisers.com



**Gold Coast Cruisers**  
Wally Boggess  
P.O. Box 691  
Somis, CA 93066  
(805) 523-7628  
mpguy@aol.com



**Gotham City Land Cruisers**  
Metro NY, NJ, CT  
www.gclcnyc.com  
Mark Woytowich  
markw@gclcnyc.com  
(212) 995-2808



**Green Country Cruisers**  
Deano Kothe  
9915 E 136th St N  
Collinsville, OK 74021  
918-371-3511  
ourtlc@aol.com  
www.okoffroad.com/gcc



**High Desert Cruisers**  
Shawn Williams  
210 Montana Wells  
Rio Rancho, NM 87124  
swilliams@berco.gov  
www.hdcruisers.org



**Hoosier Cruiser Club**  
Jeff Weissenberger  
jtw2308@gmail.com



**Heart Of The South Cruisers**  
Chris Davis  
122 Chatham Circle  
Madison, AL 35758  
HOTSouthCruisers@gmail.com



**Horsetooth 4 Wheelers**  
5608 Gabriel Dr.  
Loveland, CO 80538  
Frank Morgan  
(970) 391-4782  
ht4fun@juno.com  
www.forum.ih8mud.com/co-wy-horsetooth-4-wheelers-cruiser-club



**Jefferson State Cruisers**  
1658 Nunnwood Lane  
Grants Pass, OR 97527  
info@jeffersonstatecruisers.com  
(503) 209-1650



**Louisiana Land Krewesers**  
PO Box 372  
Mandeville, LA 70470  
info@LaLandKrewesers.com  
www.LaLandKrewesers.com



**Lone Star Land Cruisers - DFW**  
Nick Stone, Vice-President  
6020 Lantana Lane  
Fort Worth, TX 76112  
(817) 455-5060  
diesel42@sbcglobal.net  
www.lslc.org



**Lone Star Land Cruisers - Austin**  
Austin, TX  
www.lslc.org



**The Los Angeles County Trail Crew**  
Daniel Liverman  
www.thetrailcrew.com



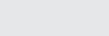
**Minnesota Toyx4's**  
Greg Kemper  
P O Box 270574  
Vadnais Heights, MN 55127  
651-429-3989  
gkemper@aol.com  
www.mntoyx4.com



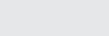
**Mountain Transit Authority**  
Phil Johnson  
905 Susan Ct.  
Gilroy, CA 95020  
(408) 847-7828  
pjohnson@netgate.net



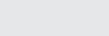
**Mountaineer Cruisers**  
Steve Lindsley  
611 Oliver Ave.  
Fairmont, WV 26554  
info@lindsleyart.com



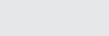
**Northwest Cruisers of Idaho**  
Brian Thompson  
10438 Lancelot Ave  
Boise, Idaho 83704  
thumisos@excite.com  
www.nwcrisers.com



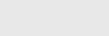
**Northwest Florida Toyota Land Cruiser Club**  
Raymond Townner  
803 Kenneth Dr.  
Fort Walton Beach, FL 32547  
(850) 902-0774  
RaymondTowner@aol.com



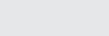
**Olde North State Cruisers**  
Jerry Davis  
103 Rosaler Court  
Cary, NC 27519  
(919) 523-0699  
mtbcoach@nc.rr.com  
www.oldenorthstatecruisers.com



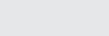
**Pacific Mountain Cruisers**  
Dave Thomas  
12 Margaret Dr.  
Walnut Creek, CA 94596  
(925) 945-0870, ext. 12  
dthomas@tiogaconstruction.com



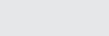
**Peace Canyon Toyota Swamp Donkeys**  
Deny Chramosta  
#207 10139 100th St.  
Fort St. John, B.C. V1J 3Y6  
(403) 354-5505  
pctswampdonkeys@gmail.com



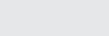
**Razorback Land Cruisers**  
Gary Clough  
4500 Burrows Ave.  
North Little Rock, AR 72116  
(501) 912-4524  
clough@taggarch.com  
www.razorbacklandcruisers.com



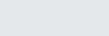
**Rising Sun Four Wheel Drive Club of Colorado**  
Scott Yoder  
P.O. Box 260175  
Lakewood, CO 80226  
(303) 246-6608  
www.risingsun4x4club.org



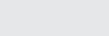
**Rocky Mountain Land Cruiser Assoc.**  
Bruce Loewen,  
3321 56 St. NE  
Calgary AB  
T1Y 3Y7  
info@rmlca.ab.ca  
www.rmlca.ab.ca



**SoCal TLCA**  
Christopher Farmer  
Orange County, CA  
(714) 745-1187  
www.socalandcruisers.com



**South Sound Cruisers**  
2603 Kempton St. SE  
Olympia, WA 98501  
southsoundcruisers@yahoo.com  
www.southsoundcruisers.org



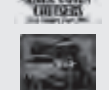
**Southeast TLCA**  
Andy Ridge  
3265 Griffith Way, Jasper, TN 37347  
(423) 605-7831  
radioridge@charter.net  
www.stica.org



**Southern Nevada Land Cruisers**  
John A Day  
P O Box 26872  
Las Vegas, NV 89126  
702-873-4013  
john@casaday-hollow.com  
www.snlc.org



**Tall Corn Cruisers**  
726 53rd Street  
Des Moines, IA 50312  
(641) 791-8044  
(515) 314-3255  
cmcampbell@gmail.com



**Tarsand Toyotas**  
Ryan Barnes  
145 Elmore Drive  
Fort McMurray, Alberta, Canada  
Ryan\_nes@hotmail.com



**Tornado Alley Cruisers**  
1116 East 84th St.  
Kansas City, MO 64131  
president@tornadoalleycruisers.org  
www.tornadoalleycruisers.org



**Toys do Brasil**  
Helton de Souza Rosa  
Rua Lake Jackson, 219 Pituba  
Salvador Bahia, 41.810-150, Brazil  
55-71-8867-1872  
toysdobrais2011@googlegroups.com  
https://groups.google.com/group/toysdobrais2011?hl=pt



**Toyota 4x4's of Texas**  
Greg "Buck" Buchanan  
1415 North Loop West, Ste. 740  
Houston, TX 77008  
(832) 798-9043  
www.t4x4t.org  
buck@t4x4t.org



**Toyota Trail Riders**  
Bryan Tate  
PO Box 111231  
Carrollton, TX 75011-1231  
bryantatem@att.net  
www.toyotatrailriders.com



**Toys 4 Fun**  
1543 N. Maple, Suite B  
Fresno, CA 93703  
Membership@toys-4-fun.org



**Toys on the Rocks**  
P.O. Box 546  
Placerville CA 95667  
Gordon Wood  
gordonwoodf40@comcast.net  
(503) 344-7334



**The Texas Land Cruiser Club of Houston**  
Roy Evans  
Roy\_Evans@tlcc-houston.org  
www.tlcc-houston.org



**True North Toyota Landcruisers**  
Paul K Kozmin  
P O Box 176  
Moorewood, ON K0A 2R0 Canada  
paul\_k\_kozmin@hotmail.com  
www.landcruisers.ca



**Upstate Cruisers**  
Jay Conkin  
321 Black River Rd,  
Fletcher, NC 28732



**Wasatch Cruisers**  
Kurt Williams  
(801) 518-3937  
kurt@cruiseroutfitters.com



**Washington Timber Toys**  
P O Box 6561  
Bellevue WA 98008  
Tim Davidson  
425-562-8014  
toyfj40tim@aol.com



**White Trash of the Elwood Chapter**  
Kowboy Holt  
Elwood, TX  
www.elwoodwhitetrash.com



**Yankee Toys**  
Bob O'Connell  
297 Pine St  
Whitman, MA 02382  
BobocConnell76@gmail.com

# Slee Off Road Rear Bumper Installation

## 100 SERIES LAND CRUISER



Joe Risavi and Nick Briscoe place the bumper.

Photo by Steve Hammond

## by Stan Wright

As I make my way towards the large slab of rock on the trail, I watch my spotter and I wonder if my front bumper is going to clear. "You're good," he says. "But your rear bumper might touch down." Once my tires are placed and my line is correct, I start up the rock. I think, "Great, I cleared everything." And then—wham! The rear of my 100 series Land Cruiser slams down at the base of this house-sized slab of granite that I'm climbing. I hear the groans from the others on the trail with me. After I clear the top of the rock, I hop out to assess the damage....



The author's OEM bumper is crushed on the trail.

Photo by Steve Geddes

It sounded worse than it looked. Both reflective markers blew out of their slots and landed on the trail. The passenger side of the bumper was broken and pushed up along the tailgate. Further inspection showed that the bumper tabs had broken off. I pulled the bumper back into place as best I could, picked up the reflective markers and dusted them off on my jeans. I slapped the markers back into their slots and got back in the driver's seat. My rear bumper was going to be a little loose on the trail for the rest of today. No big deal.

Then I realized I still had to come back down the trail and over this slab again. I told myself that I bought this vehicle to use it and that's exactly what I was doing. However, I should outfit it properly. It was then that I realized I needed a steel bumper. The only thing that prevented total destruction that day was the tow hitch but because of the 100 series' long wheelbase, I was constantly hitting it. The slab was steep enough on the return trip that the rear of my vehicle hung up as the front pulled away onto level ground. The additional clearance from an aftermarket bumper would benefit me in so many ways.

In my quest to find the right bumper, I didn't have to look far. Just up the highway in Golden, Colorado, was Slee Off Road. I had my first good look at the Slee rear bumper during the 2012 Rising Sun Rally in Lakewood, Colorado. Christo Slee had set up a booth with some of the shop's best products on display. He gave me a one-on-

one tour of the 100 series bumper and all of its features. The only pieces of the bumper that are "off the shelf" are the spindle bearings, the latch and the ball that sits atop the safety pin. Everything else is custom machined with the utmost precision and attention to detail.

Although I still wanted to do my homework and really compare some of the other options available, I was already really impressed with this bumper. Custom bumpers for any vehicle are expensive and unless you're building your own, you'd better like what you buy because you don't want to do it twice. After all my research, I was convinced the Slee bumper was the best option available.

I chose a bumper with an optional single swing out tire carrier. I really considered adding the second swing out and ladder carrier but decided to wait. I didn't know how I felt about opening both carriers to access the rear of my truck. I did, however, add all the hardware for this option so I wouldn't have to remove the bumper to add it later. I recommend that anyone considering a bumper from Slee do the same. When it comes time for me to add the second carrier, all I'll have to do is prep the ladder carrier and install it on the bumper.

It's clear that this bumper is built for serious trail use, as well as just looking the part. Everything is stout, well designed and time-tested. The large gussets where the tire carrier meets the swing out ensure a sturdy tire



**Slee spindles are top quality and include serviceable bearings.**

Photo by Steve Hammond

that won't wobble and shake on or off the highway. This was a big selling point for me. I've heard of other tire carriers cracking near that junction from the weight of a shaking tire.

Although the bumper does require a two-step process to open, it's all for good reason. Once you unhook the latch, you need to reach over and pull the spring-loaded, custom machined safety pin out of its hole to swing the carrier open. In the unlikely event that the latch ever fails, the locking safety pin keeps the carrier from swinging open. Once it fully opens—or if something ever did fail and the carrier swung open on its own—the safety



**Prepping the swing out for installation.**

Photo by Steve Hammond



**The spindle and safety pin mechanism.**

Photo by Steve Hammond

pin falls into a second hole that holds the carrier in place. There's even a welded tab that would again stop the carrier if the safety pin ever sheared off. The pin is machined specifically for Slee Off Road and shearing one would require an unbelievable amount of force. It's good to feel confident about the equipment that you're using.

From a basic vehicle safety standpoint, all these features are great but this bumper can also stand up to a pretty stout collision. I have a friend that was rear ended on the trail by another vehicle traveling at high speed and the Slee bumper took the full impact. All inside the vehicle—including two young children—were unharmed. There are many articles online documenting the added safety of steel bumpers on a vehicle. This is not to say that a steel bumper from any manufacture will save your life but it may.

For my bumper installation, I was able to spend the day with Joe Risavi, the lead technician at Slee Off Road. Joe's knowledge and importance to the shop are very obvious. Everything Land Cruiser seems to be second nature to him. Installing the Slee rear bumper isn't technically difficult but when you've done it as many times as Joe, you know how to save a minute here and there.

I glanced through the detailed instructions as Joe did the installation. The instructions are straightforward and easy to read. There are even photos for visual guys like me. Simple hand tools such as a basic socket set, hand wrench set, a large adjustable crescent wrench for the castle nut and spindle cap and some socket extensions are all you'll need. If you get into a bind, make a quick call to Slee's shop and they'll walk you through it.



**Slee Off Road is a treasure trove of off-road gear.**

Photo by Steve Hammond

# GLOBAL ADVENTURE

DELIVERED TO YOUR DOORSTEP



Land Cruiser FZJ80 exploring Sedona, Arizona.

 **OVERLAND**  
JOURNAL

928-777-8567 OVERLANDJOURNAL.COM



**The author descends Top of the World Trail, Slee bumper in place.**

Photo by Jonathan Harris

The only time it would be beneficial to have another set of helping hands is during the actual lifting of the bumper while placing it on the vehicle. At an awkward 140 pounds, the bumper requires a slight tilt down and forward slide to place it on the brackets. Even with two people, I'd suggest taping the edges of the body above the bumper wings for this step. Joe and Nick have done this installation enough that taping wasn't required but one slip or an off-center approach and you could put gouges in your rear quarter panel or tailgate.

Joe leaves most of the twelve bolts only hand tight during the installation. This ensures everything lines up just right. Once everything was level and straight, it took just a few minutes of tightening everything snug and he was done. If you're just getting the bumper with no optional swing outs, it's an unbelievably quick and simple installation. Twelve bolts are involved and then you're bumper-dragging, rock smashing ready.

Adding the tire carrier is the time consuming part of the process. Little things like running the wires for the LED license plate light, measuring the required distance for the rear tire to sit on the carrier and packing the bearings with grease all take time. I also chose to add Slee's new camera bracket for 100 series trucks which came equipped with Toyota's factory back up camera system. The position of the spare tire on the carrier blocks the OEM camera view. In the past, most 100 series owners would just remount the camera a few inches over on the tailgate. The problem with this idea was not only that your camera was way off center but you had no way to know how close your spare was to an object behind you.

The Slee bracket is mounted on the tire carrier before the tire is placed. This puts the camera right at the edge of the spare so what you see on the dash screen is the absolute edge of the tire carrier. As usual, Joe thought of everything when he designed this bracket. The camera is mounted to the bracket via the same clips and screws that Toyota uses to mount it to the vehicle. In the rare case that you break the tabs or clips, they can be sourced directly from your Toyota parts counter.

There have been some revisions to this bumper over the years but nothing to the basic design of the bumper itself. That's a testament to design being done right. The safety features and built in redundancy make it easy and safe to operate. My wife has no trouble swinging out the carrier or operating the latch. This is our family's expedition vehicle and we use it as such. We're in and out of the back all the time. I was worried about the hassle of opening and closing the tire carrier but I don't even notice it anymore. It's a five-second process at most; it just requires both hands to complete.

All in all, it's been one of my favorite upgrades to my Land Cruiser. We've all seen what happens to the stock bumpers on the trail. If you're just going back and forth to the store, this bumper looks the part and it's nice to have back there. If you're going to take your truck off-road, up and down ledges, over large rocks or into tight trees, it's a must have. The OEM plastic bumpers are just not built for the trail and eventually you'll be transporting your bumper home inside the vehicle instead of connected to the vehicle.





BY MARK DRAXLER

# T100 TRAVEL— THROUGH TIME & TESTOSTERONE

## It all happened one hot summer day in Sandy, Utah.

I was driving along a well-traveled urban route in my heavily accessorized Toyota T100 and in keeping with my driving style, I had the windows down and the stereo up. Suddenly a traffic light—directed by some mysterious asynchronous algorithm—randomly changed to red.

As the red light briefly intruded upon my visual field, I experienced the sensation of becoming one with my machine, as if the truck and I were the result of some bizarre experiment in biomechanical synthesis. As my mind, body and the T100 began to merge into one, I performed a series of coordinated movements affecting a complete stop, as required by Utah Code 41-6a-304.

Surveying my immediate surroundings for any motorists visibly impressed with my driving skills, I noticed in the adjacent lane, a woman of intense beauty. Seated in a late model Camaro convertible, she was surrounded with a seemingly impossible halo-like glow. Her skin refracted the sunlight to reveal colors far beyond the visible spectrum. With her hands placed on the

wheel at the ten and two positions and gazing steadfastly ahead, she was seemingly unaware of my presence. As I witnessed this near miracle of beauty, the earth ceased its rotation and time stopped in accordance with some as yet undiscovered cosmic law.

As I looked on in awe, I experienced a regression in mental age and a concurrent increase in testosterone, such as that experienced by a typical nineteen-year old of my gender. As my mind became aware that time was about to move forward, rational thought gave way to instinct, causing my right hand to activate the ARB compressor switch on the dashboard. As time began to advance, the audible “bbbbvvvvddd” compressor sound, moving at 351.96 meters per second, reached the woman, producing a most desirable result... she turned, locking her emerald green eyes with mine!

As cross-traffic began slowing to accommodate a yellow traffic light, I experienced a second regression.... a regression in IQ. As my eyes became willing slaves to hers, I could hear myself say, “Hey baby.... how do you like my snorkel?” As the light changed to green, the

woman executed a most energetic version of a familiar hand gesture intended solely for my benefit. As her eyes disengaged from mine, she turned and with tires screeching, accelerated toward her future.

Shocked, I sat unable to move... trapped in a past of my own creation. With the stench of burning rubber still strong in my nostrils, I was startled by the sound of vehicle horns from behind me. As the cruel reality of my situation became evident, I willed myself to once again resume forward motion. Moving slowly, snorkel tucked between my rear tires, I slinked away to lick my wounds.

**PHOTO COURTESY OF MARK DRAXLER**

**Disclaimer:** The commentary, views and opinions expressed by the author do not reflect the views and/or opinions of Wasatch Cruisers, its members or affiliates. This is a work of pure fiction. Any resemblance to circumstances or individuals (alive or deceased) is entirely coincidental and has been sworn to under oath in a court of law before God and the authors' wife.

# TLCA Premier Business Members

Business Name	Contact Name	URL	Email
4 Wheel Auto	Dan Kublik	www.4wheelauto.com	dan@4wheelauto.com
Amazonia 4x4 & Performance		www.aaa4x4.com	info@aaa4x4.com
Atlanta Custom Creations	Peter Norvell	www.acctoyota.com	info@acctoyota.com
AreaBFE	Olaf Kithau	www.areaafe.com	
Cabe Toyota		www.cabetoyota.com	
C-A-R-S.com	John Bailey		john_d_bailey@yahoo.com
Champion Toyota Gulf Freeway	Thomas Sowell	www.championtoyotagulf freeway.com	parts@toyotaworld.com
Colorado Toyota Specialists	Joe Calleja		ctstoyota@aol.com
Cool Cruisers of Texas	Stephen McClung	www.coolcruisers.com	cc@coolcruisers.com
Cool Springs Automotive	Robert Auernheimer	www.coolspringsauto.net	cool.springs.auto@gmail.com
Coyote Cruisers & Offroad, LLC	John Schrader	www.coyotecruisers.com	John@Coyotecruisers.com
Cruiser Corps	Scott Warren	www.cruisercorps.com	customerservice@cruisercorps.com
Cruiser Outfitters	Kurt Williams	www.cruiseroutfitters.com	kurt@cruiseroutfitters.com
Cruiserheads, LLC	Gabriel Espinal	www.cruiserheads.com	gespinal@cruiserheads.com
CruiserParts.net	James Valley	www.cruiserparts.net	service@cruiserparts.net
Cruiser Solutions		www.cruisersolutions.com	info@cruisersolutions.com
Deckers Hot Camp Showers	Paul Decker		info@hotcampshowers.com
East Olympia Cruisers	Brandon Austin	www.brandonsgarage.com	OlympiaFJ60@comcast.net
Eaton		www.eatonperformance.com	
Eco-Off Road	Scott Oncken	www.eco-offroad.com	soncken@gmail.com
EMSPowered		www.emspowered.com	
Equipt Expedition Outfitters	Paul May	www.equipt1.com	paul@equipt1.com
Extreme Landcruiser	Ryan Bollens	www.extremelandcruiser.com	ryan@extremelandcruiser.com
www.fj40dash.com	Greg Vowell	www.fj40dash.co	rbkmfg@sbcglobal.net
FJC Magazine		www.fjc-mag.com	
fjMount.com		www.fjmount.com	sales@fjmount.com
IH8MUD.com	Brian Swearingen	www.ih8mud.com	woody@ih8mud.com
Iron Pig Off Road	Lance Williams	www.ironpigoffroad.com	sales@ironpigoffroad.com
Ironman 4x4 North America		www.ironman4x4northamerica.com	sales@ironman4x4northamerica.com
L1 Automotive	Greg Mandile	www.l1automotive.com	L1auto@qwestoffice.net
Land Cruiser World		www.landcruiserworld.co/	
Landcruiser Specialties	Tim Simpkins	www.landcruiserspecialties.com	sales@landcruiserspecialties
Lexus Division, Toyota Motor Sales USA, Inc	Paul Williamsen		paul_williamsen@Lexus.com
Longfield Super Axles		www.superaxles.com	
Mark's Off Road Enterprises	Mark Algazy	www.marksoffroad.net	
Marlin Crawler	Marlin Czajkowski	www.marlincrawler.com	marlincrawler@aol.com
Masterpull		www.masterpull.com	
MetalTech	Mark Hawley	www.metaltech4x4.com	
Miller Motor Sports			
Motel 6		www.motel6.com	
Mudrak Custom Cruisers		www.mudrak.com	gary@mudrak.com
OK Tire Store	Sean Wilson		
Olathe Toyota Parts Center	Tom Blackman		tblackman17@gmail.com
On the Road Again Mobile Mechanic, LLC		www.otramm.com	otramm@otramm.com
Overland Journal		www.overlandjournal.com	
PACOL, LLC	Oscar Florez	www.pacolonline.com	parts@pacolonline.com
Proffitt's Cruisers	Jeremiah Proffitt		jeremiah@proffittscruisers.com
Red Roof Inn			
Saddleback			
Safari Ltd.	Hugh Phillips	www.safari-ltd.co	info@safari-ltd.com
Sierra Expeditions			
Slee Off Road	Christo Slee	www.sleeoffroad.com	info@sleeoffroad.com
Southeast Overland, LLC	Steve Springs	www.southeastoverland.com	info@southeastoverland.com
Specter Off-Road, Inc.	Marv Specter	www.sor.com	sor@sor.com
Stevinson Toyota West		www.stevinsontoyotawest.com	
Tembo Tusk		www.tembotusk.com	
Tom Woods Custom Driveshaft		www.4xshaft.com	
Toyota of Dallas	Chris King	www.toyotaofdallas.com	parts@toyotaofdallas.com
ToyTec Lifts		www.toyteclifts.com	
TPI			
Tuffy Security Products		www.tuffyproducts.com	
Under the Hood	Jaya Lozano		jyalozano@cox.net
Warthog Trailers		www.warthogtrailers.com	

Address	Business Member	Advertiser	TLCA Discount	Raffle Donor	Chapter Sponsor	Event Sponsor
8807 63 Ave. Edmonton, AB T6E 0E9 CA		✓		✓		✓
8401 SE Federal Hwy, Hobe Sound, FL 33455						
334 N. Clarendon Ave. Atlanta, GA 30079 USA	✓	✓	✓	✓	✓	✓
70 Las Flores, Aliso Viejo, CA 92656	✓					
2895 Long Beach Blvd. Long Beach, CA 90806 USA		✓				
121 South Love St. Thomasville, GA 31792 USA	✓					
11711 Gulf Freeway Houston, TX 77034 USA	✓	✓	✓			
26366 Sutton Rd. Conifer, CO 80433 USA	✓			✓		
5101 Grisham Drive, Ste. 101, Rowlett, TX 75088-3979 USA	✓	✓		✓		
308 Seaboard Ln. Franklin, TN 37067 USA	✓					
417 North US Hwy 287 Fort Collins, CO 80524 USA	✓					
7920 N May Ave. Oklahoma City, OK 73120 USA	✓					
8859 S. 1275 East Sandy, UT 84094 USA	✓	✓		✓		
Miami FL 33172 USA	✓					
568 Concord Rd. Northfield NH 03276 USA	✓		✓			
37 Garland Dr. Hampstead NH 03826 USA		✓				
5086 Lakeville Hwy Petaluma CA 94954 USA		✓	✓			
PO Box 821 East Olympia WA 98540 USA	✓					
26101 Northwestern Hwy Southfield MI 48076 USA		✓				
16886 Ponderosa Cascade Dr Bend OR 97701 USA	✓					
11400 Old Lockhart Rd, Bldg D, Austin, TX 78610	✓					
1173 East 100 South Salt Lake City UT 84102 USA	✓	✓				
P.O. Box 401851 Hesperia, CA 92340						
		✓				
PO Box 503 Huntington NY 11743	✓					
813 E. Harrison St. Appleton WI 54915 USA	✓			✓		
7 Rodney Ln. Fredericksburg VA 22405 USA	✓			✓		
	✓	✓				
190 Bunyan Ave. Unit 1-D. Berthoud CO 80513 USA	✓					
Washington, D.C.						
15055 S. Loder Rd. A2, Oregon City, OR 97045	✓					
19001 S. Western Ave., #L-200 Torrance CA 90509 USA	✓					
USA		✓				
437 N. Moss St. Burbank CA 91502 USA	✓			✓		
1543 N. Maple Ave #B Fresno CA 93703 USA	✓	✓		✓		
USA		✓				
2700 East 9th Street, Suite 200 Newberg OR 97132 USA	✓	✓	✓	✓	✓	✓
		✓				
			✓			
20240 5th W, Sonoma, CA 95476						
910 Dowdell Lane St. Helena CA 94574 USA	✓					
685 North Rawhide Dr. Olathe, KS 66061						
		✓				
8401 SE Federal Hwy, Hobe Sound, FL 33455 USA	✓					
P.O. Box 322 Cory CO 81414 USA	✓			✓		
			✓			
		✓				
1005 Pitkin Ave Grand Junction CO 81501 USA	✓	✓				
		✓				
700 Pine Ridge Road, Unit 2 Golden CO 80403 USA	✓	✓		✓		✓
105 East North First Street Seneca, SC 29678	✓		✓	✓	✓	✓
21600 Nordhoff St. Chatsworth CA 91311 USA	✓			✓		✓
780 Indiana St Lakewood CO 80401 USA					✓	
USA		✓				
USA		✓				
2610 Forest lane, Dallas TX 75234		✓	✓	✓	✓	✓
10650 Irma DR #23 Northglenn CO 80233 USA		✓				
		✓				
USA		✓				
308 Palm Ave. Santa Barbara, CA 93101 USA	✓					
P.O. Box 670 Berryville, VA 22611						

# Photo Shop

**For Sale Items:** Members, fifteen lines free; non-members: \$10, up to fifteen lines. Ads will run in two issues and must include location and price.

**Photo Shop ads:** \$20 for members; \$30 for non-members.

**Send ads to:** editor@tlca.org or Toyota Trails, 8 Corbran Drive, Fairview, NC 28730

• 1976 FJ40  
Owner for 19 years. Complete restorations in 1993 and 2005. Extremely clean. Stock 4.3l 2F engine, SM420 trans. w/ new bearings and synchronizers, 1973 Toyota low range transfer case, Webber 38/38



carb, 2.5" exhaust, twin stick shifters, 67:1 gear ratio-first gear low, electric locker in front diff. and skid plate, hardened front Birfields, new brake lines, brakes rebuilt regularly, BTB power steering, full roll cage, on board air, York compressor w/ pressurized roll cage & aux tank under Cruiser to run impact tools on trail (125 psi), 300 amp alternator to power Warn XD9000i winch (switch on dash), 5/16" custom front bumper, 3/8" stl winch mount, custom half doors (from original doors), rare Toyota soft doors, Best Line soft top, bikini top, rear jump seats w/ belts, front sport seats, hand throttle mounted to gear shift, aux. driving lights, 3.5" lift, Doetsch shocks, front end correction kit, rear scissor shackles, new BFG 35x12.50x15" radial mud terrain tires, trail ready bead lockers steel wheels w/ alum. bolt plates, swing away spare tire carrier, alum. tail gate w/ locking storage, Warn snatch block, custom 1/4" steel diamond plate rear corner armor, custom 5/16" steel nerf bars integrated and interconnected by 4"x5/16"x14 lb/ft steel I-beam, front brush guard, rare 1963 front bezel, new front turn signals, round eyes head lights, suspension articulates extremely well. 162K miles. Have approx. \$35K into this Cruiser, letting it go for \$18K. Too many hobbies and want this to be put to good use again. Bill Baxter (757) 715-7617



**Follow the TLCA...**

on **Twitter** at [www.twitter.com/T\\_L\\_C\\_A](http://www.twitter.com/T_L_C_A)  
on **Facebook** at [www.tinyurl.com/onv65dz](http://www.tinyurl.com/onv65dz)



# For Sale

NOVEMBER/DECEMBER

## Vehicles

• 1986 FJ60 Desert Sand with Brown Interior Toyota Land Cruiser FJ60LG-KA, built June 1986. Asking \$12,000. Will consider offers. Minneapolis/St. Paul MN. 651-261-9939. haymanrt@comcast.net. I'm the second owner. I purchased the FJ60 from the original owner in Texas in July of 1999. Clean and straight. Stored Winters, never driven in snow, salted roads or salt water. Stock 2F with all of the original emissions components in working order, working heat and A/C, working carb cooling fan. In fact, I can't think of anything that is not working. Compression tests done by LCR 4WD within the last 2000 miles were: Cyl 1: dry 165, wet 180; Cyl 2: dry 165, wet 180; Cyl 3: dry 160, wet 175; Cyl 4: dry 160, wet 180; Cyl 5: dry 155, wet 180; Cyl 6: dry 165, wet 180. VIN: JT3FJ60G7G1134486, 195760 miles September 2013. Please open this document for more info including links to pictures: [https://dl.dropboxusercontent.com/u/1010067/4x4/Landcruiser/1986\\_FJ60\\_For\\_Sale/1986\\_Toyota\\_Landcruiser\\_FJ60\\_for\\_sale.txt](https://dl.dropboxusercontent.com/u/1010067/4x4/Landcruiser/1986_FJ60_For_Sale/1986_Toyota_Landcruiser_FJ60_for_sale.txt). Contact me with requests for pictures of additional interest.

SEPTEMBER/OCTOBER

## Vehicles

• 1965 FJ45 Long Wheelbase Pickup - Three owner truck since new, 54,128 miles. 100% total frame-off restoration performed, top to bottom, inside and out. Truck was stripped down to the very last bolt and refurbished back to original (or better than original) quality. Frame was media blasted to bare metal and powder coated. Drivetrain is a newly and thoroughly refurbished 2F straight six engine mated to a 4-speed transmission and transfer case. Factory Toyota power steering was added. Axles are from a newer FJ60 with 3:70 gearing and disc brakes, all factory Toyota. 1965 firewall replaced with a 1976 firewall with heater console and all switches and controls maintaining factory Toyota appearance. Interior completely refurbished with new everything, including new factory Toyota window seals and rubber, along with new headliner, seat upholstery and floor mats. Has never been in inclement weather (including rain), never four-wheeled or left outside longer than a few hours. Less than 2,500 miles on this truck since 1999. Asking \$75,000. Bruce: Bem2@bacavalley.com

• 1972 FJ40 - Fiberglass body tub, steel upper body, soft top / soft doors, bikini top, roll cage, double tube bumpers front/rear, brush guard, aluminum diamond plate rear corners, Warn 8000# winch front, Pierce 9000# winch rear; rear reinforced, 4 powder coated black wagon wheel rims w/TSL tires, 5 Outlaw 8 hole aluminum rims w/Rover tires (new), double shocks all 4 corners, new springs all 4 corners, shackle reverse installed in front end, front and rear LSD need to be installed, disc brakes all 4 corners, Weber carburetor/Holly fuel injection need to be installed, SW gauges, pre-lube system, Rally 2000 cornering lamps, Rally 2000 driving lamps, fog lights. David Banister, Pittsford, NY 585-381-4639. Asking \$10,000.

**Nothing gets you ready for  
a day on the trails, like a  
good night's sleep.**

TLCA Members can  
now **save 10%** at  
Motel 6. Details at  
[www.tlca.org](http://www.tlca.org).

MOTEL



PLAY  
NICE

Stay on designated trails  
and be courteous.

treadlightly!®

LEAVING A GOOD IMPRESSION  
[www.treadlightly.org](http://www.treadlightly.org)



# MARLIN CRAWLER, INC



**ALL NEW! FJ80  
Low Range Gears**



**New & Improved  
USA 4-Bar Sliders**



**Land Cruiser & Pickup  
USA Body Mount Kits**



**We build & install  
Split Case Crawlers**



**Now Open  
6a-6p PST**

**Call Toll Free  
(888) 94-CRAWL**



**Visit us at <http://www.MarlinCrawler.com>**



**OUTFIT YOUR  
NEXT ADVENTURE  
THE AUSSIE WAY!**



**ROOFTOP TENT  
AND AWNING**



**SUSPENSION**



**ACCESSORIES**



**RECOVERY GEAR**

**AVAILABLE IN NORTH AMERICA THROUGH CAMEL 4X4  
[WWW.CAMEL4X4.COM](http://WWW.CAMEL4X4.COM) | 1-800-698-6976**

# Tom Wood's <sup>TM</sup> CUSTOM DRIVE SHAFTS

"The Best Drive Shafts in the World"



**Trail Tested**



**Competition Proven**



**Show Quality**

Extreme Rock Crawler - Stock Four Wheel Drive

**4 X 4 Is Our Specialty**

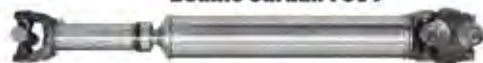
On the Web: [WWW.4XSHAFT.COM](http://WWW.4XSHAFT.COM) Phone Toll Free 1-877-4X-SHAFT

**Custom Drive Shafts As Easy as A,B,C & 1,2,3**

**STEP #1** Type of drive shaft needed?\*

\*Note: Modified vehicles may require a type that is different from the original.

**Double Cardan ( CV )**



May have flange at either end.

**Conventional - 2 Joint**



May have flange at either end.

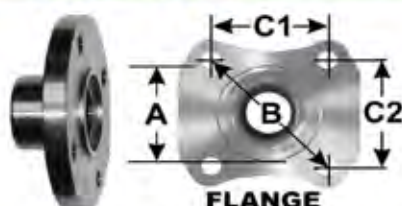
**Reverse Slip**



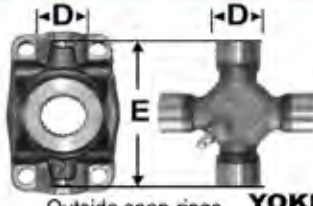
May have flange at differential end.

**STEP #2** Attachment at each end?\*

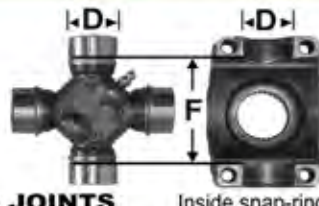
\*Note: May not be required on many applications.



**FLANGE**



Outside snap-rings



Inside snap-rings



**REVERSE SLIP**

A= Pilot diameter. B= Bolt circle diameter. C1 & C2 = Chord length D= Bearing cap diameter or diameter of half-round cutout in yoke. E= Width of universal joint or span between centering lugs. F= Outside edge of universal joint snap-ring grooves or inside span of broached surfaces on yoke. G= Tooth count of splines. H= Major diameter of splines.

**STEP #3** Measure for length\*

\*Note: Some applications may require measuring through the range of suspension travel.



-For the Best-  
Quality, Service, & Guarantee

-Custom Built-  
Finest Craftsmanship



-Contact Us-  
Phone, Fax or on the Web

-Free Shipping-  
Shipped in 24 Hours!

2147 No. Rulon White Blvd. # 103 Ogden, Utah 84404  
Toll Free US; Ph. 1-877-4X-SHAFT (1-877-497-4238) Fax 1-877-4X-JOINT (1-877-495-6468)  
Worldwide; Phone 1-801-737-0757 Fax 1-801-737-0786