

Cruisin' Colorado

Located in the Heart of Pikes Peak Country

www.ColoradoLandCruisers.org

Colorado Land Cruisers is a four-wheel drive club based out of Colorado Springs, Colorado, and sanctioned by Toyota Land Cruisers Association. We are organized to bring together Toyota owning families and individuals interested in exploring Colorado four-wheel drive trails.

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President's Corner ~ July 2008

Ahh, The warm days of summer are on us. If you haven't experienced the warm days you must be hibernating. I was at a local lake and was asked by my friends if I had an Ibuprofen tablet. Of course, I have a new First Aid kit that I just purchased from the local Mega-Mart. I searched through this box of wonders and wondered why it didn't have any pain relievers. What kind of First Aid kit was this after all? I had glanced at the contents in the store and thought that it would be adequate for all of my purposes. I got on a mission and started to look for a First Aid kit that would meet what I have found to be important in the past and what I guessed would be important in the future. You probably guessed by now that I didn't find it. All of the ones I found were a pretty case for all of the adhesive bandages and blister dressings that I could stand. My new purchase even had a cute pair of scissors. Obviously I must have some unique needs that nobody else needs. Things I found missing were aspirin substitutes, antacid tablets, bee sting kit, suture kit, and antihistamine tablets. I guess that it is easier to count rolls of adhesive tape than give you what you really need. That puts me back to developing a list of what I want to put in my First Aid kit and then trying to search for those stupid little packs of pills at a reasonable price. My whole point is that we all have unique needs and need to customize the kits that we take with us. That includes our spare parts kit as well as our First Aid kit. One of the advantages of being in a club is that we can learn (hopefully) by other member's experiences and share tips and info with others that have the same situations presented to them.

At the last meeting we had 1 new member join. Please welcome David Huddleston and his family into our "Cruiser family". Two other people, Kevin McGregor and Robert Johnson expressed interest and we hope that they will return and also become members.

Your President,

David Molter

Next CLC Meeting ~ July 15, 2008 7:00PM

Mark your calendar for CLC's next meeting, Liberty Toyota, North. We have plans to discuss, so plan on attending, and bring your ideas.

Independence Run ~ July 4, 2008

Looks like they had fun on the 4th of July! If you haven't seen the pictures, go to www.ih8mud.com, and to the club's coloradolandcruiser page and take a look. Tim came up with a new way to do his undercarriage work and inspections! Most excellent view of how rock slider should be installed – and nary a scratch on them, at least at this point.

4WDing in 2030 or so: Darryl's view

As time goes forward, I've been doing a lot of thinking about the direction of 4WDing as time goes forward. We are all experiencing the horrifying realization, with each fill up, that we've NEVER spent that much to fill a tank. It is happening each time I fill up. So, how's it going to work when those of you that are raising your children look forward to the day you will take your grand kids out in the forest for their 1st 4WD experience? Just what will you be driving? Will it be a 55 year old FJ40, or

something else? Well have I got an idea for you – just read on:

Some time down the road, say in about 20 years, you will start seeing self contained power wheels developed by big auto in an effort to increase efficiency of the way we use fuel. A self contained power wheel will consist of a wheel, tire and a hub connected to a 600 volt 400 cycle ac motor hub. The power wheel will provide all the power with traction monitor to modulate the right amount of power for any given traction situation for both acceleration and deceleration. It will be mounted to the chassis via a leading and trailing link with a suspension element using a coil spring, much like the current McPherson struts. When these first come out, they will be in small inter-urban commuters, which will be in front wheel drive versions. Since each power wheel will be independent of any other suspension component, true 4 wheel independent suspension will be available. Each wheel will have 4" to 6" upward and downward travel available, for a total suspension travel of 8" to 12". With such travel available the suspension will be very compliant with the roads traveled and the ride will be remarkable, due in part to the total electronic control available to control the spring rebound. Read this as totally controllable electronic shocks. All power control will be by USB4 connections, allowing the vehicle computer to give full control for power application, monitoring traction in both power and braking modes. The CPU, (computer), will be a really slick device, complete with an upload port, which will allow you, after you come up to speed with Super Linux, to program how you want the controls to work. And the user community out there is huge. You'll really like what you can do with this open architecture for this generation of vehicles. Detroit finally gets it right! The motivation will be provided by a hybrid diesel/gasoline/hydrocarbon internal combustion engine coupled to a 600 volt AC 400 cycle alternator. There will be a battery to store a DC power component rectified for this from the alternator. The engine will run at a constant RPM to provide the power. These commuters will be available in 2 and 4 passenger models. All this will be interesting, and many of you will have one because the fuel efficiency will be astounding by today's standards. Something in the 75 to 100 MPG range. Interesting, huh?

So how's this going to get you up China Wall?

Here's how:

Someone out there got a couple of these commuters, and made the discovery that if you replaced the fixed rear wheels with the power wheels from one of the commuters, well, lo and behold, you now have a commuter with true 4WD, as well as an extremely compliant suspension. And you also now have really good lockers, for a really exciting ride. But wait, it gets better. You can easily go to 4 wheel steering, by merely connecting the steer ports to the front through an inverter so the wheels move opposite to the fronts. You are now ecstatic with your discovery. So off to China Wall you go, where you discover that you do indeed need more than 8" of ground clearance. You also notice that you could use a little more power, but that 4 wheel steering is unbelievable, since you can do a 180 in little more than the 12' length of the commuter. So back home you go, thinking all along the way how to increase available torque, and how to gain another 12" suspension height. You also need to fab up some sliders to keep rocks from gouging the carbon composite unibodyframe.

Once you are back in your garage, you lift it up and see that you can gain additional height by using a movable spring mount that will move down 12" thereby raising the body by that amount. You do have to come up with telescoping suspension location arms, but that is rather easy to do. Now you have to solve the torque problem. So you pick up a catalog on planetary gear systems, and much to your disbelief you discover that Son of Old Man Emu has a gear set that bolts right up to your power wheels, giving you a selectable ratio of 1:1 for highway, and 25:1 for off road. The only hitch is that these are air powered, and it means you will need to have an on board compressor providing 120psi to operate the planetary gear systems. You note that it's an ARB, and that it's a pricey little thing at \$495 on special, but it's for the new 600VAC 400 cycle power systems.

After a couple weeks of tinkering you finally get everything together and it all working in concert with everything else. Now off the China Wall you go, stopping by your favorite McAdee's on the way out of town to pick up a couple double cheese burgers for \$10 each. You remember back 22 years when they could be had for only a buck, but that was oh so long ago. You glide onto highway 24, and feel a slight lurch, as the highway control systems takes control of your highly modified commuter. You quickly punch in the coordinates of the turn off to

China Wall on the Tarryall highway. You will be on the overpass road that bypasses Woodland Park and Divide, but will exit at Florissant then turn right to go to China Wall. It's only 15 minutes on the automated highway, and soon you slow, and make the turn off at Florissant. You pass the exit gate and hear the computer buzz you to take over manual control, which you gladly do – you can't wait to get to your destination.

You exit at China Wall, and push the suspension lift button – you are pleasantly surprised by the feeling of being lifted, silently, by 12". You like it so far. You drive up the road, to the 1st hill where you click in the 4 wheel steering, as well as engage the ARB air compressor. 10 seconds later the dash light turns green and the computer chimes that it's at pressure. You enable the control, and feel a slight bump as the gears engage. You press the throttle slightly, wondering why they call a pot on a motor control a throttle. Your 4WD, 4 wheel steering, 12" suspension lift with a 25:1 low range commuter crawls up the boulder laden hill with ridiculous ease. You are once again king of the hill. You know that next week when you have the grand kids with you that they will be able to experience the thrill and feeling of going up the impassible with ease. Much the same as you did oh, so many years ago.

Sound too far out for you? Maybe now, but changes are coming for all sorts of things. I look back 48 years ago when I 1st drove a CJ3 flat fender jeep, 4 cylinder 134 cu inch, with 4.88 gears and note the changes which have taken place from then to now. And it's phenomenal. I have watched many come through the club and noted how their driving skill and vehicle modifications have changed. I have also noted that as modifications culminate in lockers front and rear, and suspensions to allow 37 inchers, as well as low gearing to crawl virtually anywhere, the comments about what it would be like to return to the roots with simple un-modified machines, just so the hills and obstacles are once again challenging. Change is a constant. Be ready to change with the times.

Rubber side down,

Darryl

Next Run: July 26 & 27 ~ Buna Vista area

The Buena Vista area has Many Trails to choose from, We are planning on Camping Friday and Saturday night. Old Chainman's Gulch, Iron Chest, Carnage Canyon, or one of the Many Mtn Passes are options for runs... See the forum as we get closer

Next-Next Run: Aug 8th & 9th ~ Mt Blanca

Mt. Blanca is a Scenic and challenging trail in the south part of the state. Recent changes have made some of the harder obstacles less dangerous. Campout Friday night near the Trail head
Make sure to check forums on ih8mud as these dates approach.

And we have some stuff for \$\$ or free:

Free. 2 gas tanks for FJ40. One standard that should fit 73 - 77. The other is an auxiliary tank for the rear. Contact Bob Mishmash at 719-564-7071 or mbmish1@comcast.net. The tanks are located in Woodland Park.

And I have a front axle from my 1972 FJ40 that really needs a home. I have to get it gone, and I don't want to take it to the recyclers to be melted down to make Chinese motor cycles or what ever. Give me a call at 719 963-8012, or email Darryl.