

CRUISE'N' COLORADO

Monthly publication for Colorado Land Cruisers



Colorado Land Cruisers is a four wheel drive club based in Colorado Springs, Colorado, and sanctioned by [Toyota Land Cruiser Association](#). We are organized to bring together Toyota owning families and individuals interested in exploring Colorado's four wheel drive trails.

From the President

Hello All,

Thanks for having me as your 2001 CLC President it has been a pleasure. The rewards I've experienced are beyond words. If you show your 2002 President half the support you have shown me, we are surely in for another great year. I won't carry on about all the good times, but instead I'd like to shift gears to an unfinished story.

Early on I wrote two stories focused loosely on 4X4 outfitting, survival & safety, and camping gear for your rig. It was to be a three-part piece but somehow part III was lost in a shuffle and the March newsletter never was produced. I have revived the third piece "Making It All Fit". Enjoy.....

Making It All Fit

You've got gloves, a snatch box, spare Birfields; the immensity of your 4X4-equipment list is overwhelming. You've collected your gear knowing you will not be able to take everything you want to your favorite cruiz'n or camping spots. Most of our rigs are not spacious machines, small and light; rugged maneuverable and low profile. For some of us, one thing led to another and we became a family. I found even with a capable 4X4 wagon that with two young children, we need more space than a wagon could provide. What to do? How do we make it all fit? The solution to the space problems boils down to getting a grip on three general concepts: One reducing the size and weight of the cargo; two, expanding the



Reducing size and weight of equipment is the first logical step and not difficult - take a cue from backpackers. Read a book about backpacking equipment and techniques, and discover the joys of weight loss. Also check out "Backpacking" magazine. Visit REI or Grand West Outfitters to replace that bulky car camping gear. It becomes a pattern transferring backpacking technology to off-roading. Now imagine you had to carry all that stuff on your back. That quickly puts everything into perspective. Here are some ideas.....

Expanding your carrying power or storage space has its limits. Consider a trailer if you really need space and have the trailering technique to match your mountains. Before you decide you must have one, consider that trailers are rather heavy and will impede your progress on the highway and off-road. Roof racks have that tough, off road, 'Safari' look. For hard core wheeling, roof racks are not the answer. After my Mt. Blanca experience, I don't recommend them at all. The tendency is to carry more than you need, and by design make it possible to store the heavy bulky stuff on top raising your center of gravity, a liability on the rocks/ This said, I would probably still use my Conferr rack on extended trips in the future. Trail racks, or "Rubicon Racks", as they are so fondly known is a solution for small Cruisers with owners expecting to navigate hardcore overnights like Blanca Peak, Farmington or Rubicon. The clearance on the bottom sides and top is very good. Wherever your Crusher can go, the rear rack will follow without a whimper and with a great ramp departure angle to boot. Creatively packed, they can be very useful.

Now inside the vehicle, it's a new can of worms. Boxes are efficient only if filled to capacity, which they usually aren't. A plywood second floor gives you two levels of storage and plywood compartments helps keep things separated and keeps things in place and prevents things from rolling around. Not hard to see the pluses and minuses with these solutions.

One of the best space saving and weight reducing concepts is to use a combination of various sized heavy nylon, vinyl, or canvas bags and stuff sacks to store and separate your cargo. Stuff sacks have drawstrings and are lightweight and mold easily to any shape. These are items I will pack in their own bags: Kitchen utensils, stove and fuel bottles and a small lightweight lantern. Tents, tarps, sleeping bags, pads, and roll up table, all in nylon stuff sacks. Non fragile foods, breakfast, lunch and dinner, all in different colored stuff sacks. Clothes and shoes in GI style duffel bags. Cold weather gear and foul weather gear in separate bags. Tools, recovery gear, air hose, repair kits and parts in various canvas bags. With minimal time and money invested, how easily and quickly this concept could be employed.

Now I'm thinking back years to when Laura and I camped out of a Triumph Spitfire. We had gear tucked into every cranny imaginable. Yeah, but in those days we didn't need much more than a cooler, sleeping bag, and each other. Like an equipment list the possibilities and solutions are arguable and endless. I offered only a few solutions; maybe a few you have not considered. Now where can I stash a reserve 12-

Notes from the Editor

Lessons Learned

Howdy Everyone!!

Well, a new year has begun and I have already learned a few things. First things first, snow on the trail changes everything! A few inches of snow can turn a mild trail into a wild trail if you're not paying attention. The second thing I've learned is that while we are on a trail run, the trip leader should not be the one who sets the pace. It should be the last vehicle in line, as Jason will attest to. If you cannot see the vehicle behind you, then you are going to fast. The third thing I've learned is that nothing beats a good winch, except maybe a good cigar!! Looks like this year will be a fun one, full of challenging trails, and trials.

This month's rig belongs to David Hayes. David has been a member of our fine organization for about two and a half years. He has done an excellent job as our TLCA representative. David's rig is a 1993 Toyota FZJ80. Power is supplied to the 35/12.50/16 Super Swamper SSR's via a stock six cylinder mated to an auto tranny and t-case. Factory electric lockers and 4:88 gears help power this rig up some of the hardest trails in Colo. Clearing the 35's is done with an OME lift and shocks, and coil spacers.

Accessories include Rockware bumpers front and rear, and a Warn 9500



David's 1993 FZJ80



Upcoming Events

Our next meeting is Jan. 15th at the Western Sizzlin on the corner of 8th street and Hwy 24. Meeting times are 7:30-9 pm. See ya there!!
Next trail run is Rainbow Falls on Jan 17th Meet at 8:30 leave at 9:00 am at the Western on Hwy 24. Expect

BOD Elections are in Jan. The President, Treasurer, and Secretary positions are up. Kendall has volunteered for President, I, Charlie, have volunteered for Treasurer, and the Secretary position is still up for grabs. Lets get involved!!!

Trip leaders are needed for this year. Any volunteers? Let Andy know which ones you want to lead.

Reynolds Wrap

Jan. 1st, 2002 turned out to be a great day for a trip up to Reynolds Wrap. Norm, Charlie S., Jason, Jeff, and myself (supercharlie) all braved the cold and snow to see how much fun we could have. It was great! It snowed off and on all day which didn't help with traction, but did add some extra challenges to the trail. Norm led us up the trail, which had about 6" of fresh powder on it, and the combination of his chains and 500 horses actually helped me out quite a bit! Everyone made the first corner, and the hill climb to the rock squeeze without any problems. It was a pretty interesting climb to the rock garden, but everyone made it past the off camber spots without any embarrassing moments. The same could not be said about the rock garden! Only two rigs climbed it without any trouble at all. Chuck, and Norm, and Norm did it towing my truck!!! You gotta love raw horsepower! I made it about half way up, and my open diffs ran out of traction. Not to worry, Norm had me up and over in no time. Jeff was next, and he ended up in some big rocks on the left side of the trail. He backed up a couple of times, hit the gas hard and made it up the rest of the rocks. Charlie S. ended up in the same spot but couldn't power out so we decided to put his winch to work, when all of the sudden, he starts popping his EFI fuse. We played with that for awhile, and thought it was fixed. He winched out of the spot he was in, and made the rest of the rock garden under his own power. Jason had a little trouble with the rocks on the way up but nothing major. Chuck made the rock garden look like a piece of cake. I don't think he even spun a tire!! The way back down the rocks was interesting to say the least. Controlling your slide down big rocks is harder than it looks. Everyone made it to the bottom of the rock garden without incident, except for Jason. Apparently, he got hung up on a rock and pushed his inspection cover into his flywheel, and nobody noticed that he was missing for awhile. After he got himself off the rock, he was coming down the last bit of the hill looking, and listening for the noise. One thing led to another, and he promptly found himself, and his Cruiser, on his side. He got our attention by yelling at the top of his lungs. We all rushed up and surveyed the scene. Norm hooked his winch to Jason's rockslider, Jeff strapped to the back bumper, and Jason was on his wheels in no time. It was a sight to see!! Oh, by the way, this was Jason's first time on Reynolds Wrap :-)



Jason On Reynolds Wrap

Items For Sale

Andy has 5 new B.F. Goodrich M/T tires for sale, complete with aluminum wheels and new lug nuts with locks. All for \$600 OBO. Contact Andy at 338-3384

Jason has a Chevy SM465 4sp tranny, an Advanced Adapters SM465 to Toy t-case adapter, and a set of chrome Toyota SR5 Truck rims for sale. He also is planning to sell his 1980 FJ40 as soon as the body damage from Reynolds Wrap is taken care of.



Nice Undercarriage!!!



CLC Members In The Snow

www.coloradolandcruisers.org

Don't forget to shop at Liberty Toyota North and ask for Charlie

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