

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.

Volume X Issue VI

August 16, 2007

Edited and Published by Darryl Price

President's Report ~ August 2007

Hello. It seems like the summer is passing quickly, but some of the best wheelin' is yet to come. I still hope to be able to do some trips with the club, seeing as how my circumstances have prevented me from doing even a single trip with the club in 2007. I enjoy late summer and fall high country trips as all of the trails are usually open (well, maybe not Pearl Pass every year). Our high country rainy season is in full swing and it always amazes me how clear and crisp the air is after an afternoon thunderstorm at 10,000 feet elevation. A highlight trip will be on Labor Day weekend as we scout the Tincup area trails for a future large-scale event. I hope to see you there.

Your Prez, Vic

The vintage FJ40... My 35-year-old daily driver

It has been a little while since I've given an update on how my FJ40 is doing. The odometer is nearing 172,500 now, and the F engine has never run better. At Vic's urging, I finally drained the 20X50 oil and replaced it with 10X40. The change in performance is hard to believe. The term "peppy" isn't usually used when talking about an old Toyota F motor. But here it is, all 15 mpg in town worth of it. The 4-speed transmission, added about 50,000 miles ago, still is crisp and precise in shifting and performance. The gear ratios couldn't match the torque characteristics of the F engine any better. I still need to pull the skid plate and check the transfer case shift linkage, as well as grease the front drive shaft CV joint. I do plan on doing that before the weather turns cold this year. The stock steering, coupled with the shackle reversal continue to perform well. The steering is still reasonably tight – not perfect, but

fairly tight. The OME suspension, now 11 years old, still works as advertised. The suspension hasn't sagged any, or at least that I can tell. It is excellent in town and superb off road. One odd thing about it is after your drive it in town, you don't really notice potholes of speed bumps any longer – that is until you are driving another vehicle, then pot holes become real again. Eleven years ago when I went through the update/paint/de-rust process, I noted that if I could have gone down and bought a new FJ40 at that time I would have. I'm still not clear about all the reasons Toyota abandoned the design for US markets in 1983 – they never really made sense to me. Now though, there is the FJ Cruiser, or FJC, on the market. Toyota did a good job studying the aspects of the FJ40 and incorporating many of the subtle features into the FJC design. The expanded metal FJC grill, although made from plastic, replicated that of the FJ40 very closely. The bezel is even placed with the correct orientation, wide bar on top, narrow on bottom, with headlights and park lights correctly positioned for the same visual impact as the FJ40 at night. The font for "TOYOTA" on the grill looks, to me, to be the same as the FJ40. But with all these details, the more subtle feature which stands out like a beacon, is very simple, the use of a white top with the various color schemes. I am in a role of having to drive to and from Grand Junction nearly every week to be with my dad and to see my wife, who is dad's caregiver now. On these trips I see many FJC's on the highway, and with each one, the detail that stands out at a long distance, is the white roof, easily seen. And equally interesting, just like when FJ40's were seen on the roads in the '70's, you would see roof racks, along with cargo and cargo boxes attached to the top. You see the same thing happening to FJC's. The cargo containers are more streamlined, but the sameness is remarkable.

I'm sure someone said that the more things change, the more they are the same. I see this in the FJC.

Hint for "where are we?"
North of Buena Vista.

Rubber side down, white side up.

Darryl

Next CLC Meeting ~ August 21, 2007 7:00PM
Mark your calendar for CLC's next meeting, Liberty Toyota, North. Coming items are trip planning for the Buena Vista Labor Day run will, no doubt, be discussed.



OK, so where are we?

TLCA Membership – Got yours?
<http://www.tlca.org/>

Need Cruiser parts?
<http://www.cruiseroutfitters.com/>
<http://www.cruiserparts.net/>

Next Run ~ Buena Vista ~ Sept 1, 2 & 3
We are going to the Buena Vista area to scout areas for a CLC sponsored event. There are a lot of trails, so stay tuned. Since this is the last long weekend of the 2007 summer season, some will want to go up on Friday afternoon/evening to get an early start on the 4Wding.

Your story here ~ It's easy, follow template:
Blah, blah, blah, blah, blah, FJ40 blah, blah, blah, blah, blah, and WOW, FJ40 blah, blah, blah, blah, blah, no one understood FJ40 blah, blah, blah, blah, and the jeep blah, blah, blah, blah, blah, blah, the FJ40 just pulled him out. blah, blah, blah, blah, blah, blah, blah, <and so on>
<NOTE: template users are free to substitute FJ45, FJ55, FJ60, FJ62, FJ70, FJ80 or minitruck>

FOR SALE ~ FOR SALE ~ FOR SALE

Genuine Gear Quick Lok locker for FJ-40, new in box. \$125. Call Vic at 439-9602.