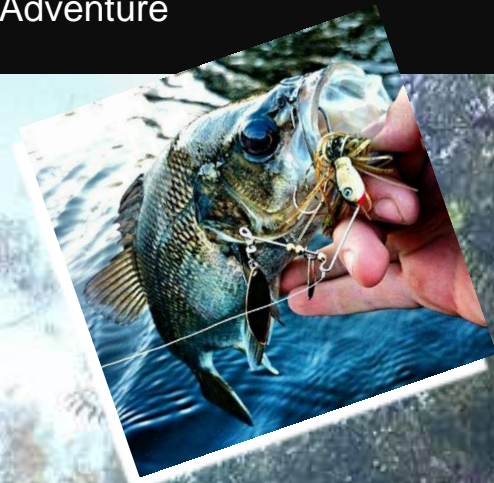


# The 4x4 Corner Magazine

Issue 3  
July - August

All things 4x4s, Camping, fishing & Adventure



## IN THIS ISSUE

#We Go Troopy Mad as we review the Troopcarrier & talk to several owners on their opinions

#If you are looking to do a chop on your fourby tune in as we catch up with 4 guys who have done chops on their rigs

# We continue the vibe and talk to Troopy Adventures and find out why they love troopys so much

# And much More!!!!



G'day and welcome to Issue 3,

A huge thanks to everyone who contributed to and downloaded issue 2!

A big thanks to Steve from Dusty tales from the West who has approached us about coming on board on a regular basis and sharing his travels from Western Australia. I am excited about this as it means the magazine will be able to cover travel articles not only in Queensland but also Western Australia. My aim for the magazine was never to stream line it to Queensland just because we are based here. So I'm glad so many wonderful people from various states have been keen to contribute to the magazine. I think it helps to create a well rounded magazine that can hopefully appeal to everyone.

A big thanks also to everyone who has contributed to this issue. I couldn't not mention all the Troopy owners I have come across in putting this issue together. As you all say you are a bunch of legends, hope this issue does the Troopy name justice!

As always any comments, suggestions, or topics of interest you may have which could be included in future issues please feel free to contact us and let us know.

I Will catch you all next issue, talk soon and happy reading!

cheers

*Daniel Fossey*

Editor & Creator

## A BIG THANKS TO THE FOLLOWING CONTRIBUTORS WHO MADE ISSUE 3 POSSIBLE!

*Cal & Dan* from Troopy Adventures

The guys & girls from Troopcarriers of Australia facebook page

*Kate and Ryan Johnson* from Red dawg Adventures

*Mark Sietas* - FBL Industries bob tailed 80

Huge thanks to *Harley Baker* for his help with the chopped 80, fishing article, and Woodgate beach article

*Nick Bright* - Chopped Troopy Article

*Jy Hatchman* - Chopped Patrol dual cab article

*Steve and Tracy* - From Dusty tales from the west

*Ryan McGibbony* - From Peter Atkin Mechanical in regards to Buying used Troopy Article

*Rachael Herron* - Ford Ranger Your 4x4 article

*Alex Bowley* - Suzuki x90 Your 4x4 article

*Jake Taylor* - Buying used Troopy Article

*Nick Mott* - Buying used Troopy Article

*Ryan Pryor* - Buying used Troopy Article

*Sean* -Buying used Troopy Article

*Ben Brahamis* - Buying used Troopy Article, and the Victorian Bush 4wd club article

*Astrid and Sven* from Just another world trip

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IF YOU WOULD LIKE TO BE A PART OF THE NEXT MAGAZINE, FEEL FREE TO CONTACT US WITH SOME DETAILS OF YOUR VEHICLE, CAMPING TRIP, FISHING ADVENTURE, CLUB MEETUP OR DETAILS, ETC. FEEL FREE TO EITHER SEND US A PM ON FACEBOOK OR EMAIL US AT [the4x4corner@gmail.com](mailto:the4x4corner@gmail.com)



## DUSTY TALES FROM THE WEST - WITH STEVE & TRACY

WORDS AND PHOTOS BY STEVE Mc LAUGHLAN

A big welcome to Steve & Tracy who have kindly offered to share with us on a regular basis their dusty tales from the west. In this issue we introduce them and their set up.

The idea of being a writer for a 4x4 magazine is laughable, however I love a challenge.

We are Steve and Tracy McLaughlan. Living in Perth, working the daily grind. With adult children all leaving home, we now have time to ourselves, this reflects in our style of camping.

My story begins as a kid when my parents hooked up a caravan to an EK Holden and we spent 2 years, travelling from Perth, ending in far North Queensland. The bulldust, heat and lifestyle remained in my memories. Fast forward to today, married to Tracy for 24 years, and after nine 4x4 vehicles, we have settled on a 2005 GU Patrol purchased 12 months ago. We have spent those months trying out different set ups, going away for a few days, taking gear out, putting gear back. It is work in progress done on the cheap. Tracy and I take any opportunity to escape the rat race and explore this fantastic state, so get away quite often. If it works, I'll tell you, if it doesn't, believe me I will tell you.

Our past camping options have been, tents, Rooftop camper, a Jayco pop up and a Trak shak camper. Our choice was to go back to our full-sized 15 year old roof top camper. Ours was made by a Perth Company that has since ceased making them due to not being able to compete with the cheap array on the market. This suits our style of travel. As explorers and adventurers, we can set up and





camp anywhere, our Patrol being self-sufficient and mobile, WA is a big place and the distances required to get anywhere can take two days, a quick camp in a rest area may be required.

The rest of our set-up as of today is as follows: 285/75/16 General Grabber AT2 tyres on 16x8 King Rims plus 2 spares, EFS 2" XTR suspension. Snorkel, E-Bay 12000lb winch, Awning, Overhead Console holding the CB, Narva 225 driving lights and a small eBay light bar providing the spread light. MMC rear wheel carrier with a light pole holding two cheap LED lights. Redarc dual battery system, however I run an additional battery in the rear, so 3 batteries. In the rear is a 50 litre water tank and we have an 80 litre water bladder in the rear footwell to supply the Glind shower system, nothing like a good shower in the bush. We run two fridges, a 30 litre and 11 litre Waeco. Arriving this week is a set of Titan rear drawers on special at \$795.00 so I will fit them this weekend and let you know how they go.

Keeping it simple extends to the kitchen as well, gone is the two burner gas stove, gas lantern and gas bottle to be replaced with a single cartridge burner and Cobb Oven. Most of the cooking is done on the Cobb with the single burner used for boiling the jug. Over the course of time we will share some of our recipes that are our favourites. Lighting is provided by the light pole LEDs and a portable

LED strip light. The overhead console has a couple of bright LEDs that can light up all the interior. All these LEDs are run off the batteries at a very low power draw, in theory the two rear LEDs can run for close to 100 hours before affecting the battery. All the food and gear is currently carried in plastic tub containers stacked on top of each other in the rear and will be re-evaluated once the drawers are installed.

As mentioned earlier we have a Glind shower system installed which we set up in an ensuite tent, a porta potti is carried as well, however on the larger trips where storage is at a premium this is left behind and a portable toilet seat with plastic bags is carried.

We carry a lot of recovery gear, 12000 lb winch, snatch block, 4 Treds, High lift jack, snatch strap, equaliser strap, tree protector, front recovery points, Bow shackles, rear reece hitch bow shackle, Exhaust jack, long handle shovel, tyre deflator and tyre pump. Travelling solo you can never have enough recovery gear.

That's our set up for now, simple and easy to carry, always changing. Our next trip in the planning stage, the time off work is booked.

Tracy and I look forward to sharing with you our Dusty Tales from the West.

**You can follow Steve and Tracy's Dusty Tales from the west on Facebook also by searching "Dusty Tales"**

**HARLEY'S 80  
SERIES UTE CHOP**



**MARK'S 80 SERIES  
BOB TAIL CHOP**



**NICK'S TROOPCARRIER  
DUAL CAB CHOP**



**JY'S PATROL  
DUAL CAB CHOP**





I have always loved chopped fourbys. I think it stemmed back from 4 or 5 years ago now when a mate of mine, at the time owned this custom dual cab chopped GQ patrol 4.2 Turbo Diesel. I was always in awe at the places it would go and how tough a truck it was. It was a bit rough around the edges, but was one unstoppable machine. It always made the Double Island & Landcruiser park trips lots of fun.

GQ's are tough trucks in stock form, so chop a few panels out of the equation and it's a no brainer your going to be on to a winner.

Unfortunately he no longer owns this beast, think last time saw it not so long back up for sale and registered in NSW.

## TO CHOP OR NOT TO CHOP? THAT IS THE QUESTION

WORDS BY DANIEL FOSSEY

If you have been thinking about chopping into your pride and joy but haven't quite built up the nerve yet. We talk to a few people who have gone through the process on their fourbys and get a bit of a run down on how they went about it, anything they would have done differently, and see some photos of before, during, & after the process!

There are several companies who can do the chop for you if you are not confident about tackling it yourself, or in several cases great results can still be achieved from your own garage. It is important to know all the rules and regulations prior to hacking into your 4x4. If it will be driven on the road as a daily driver. Talk to an engineer, ensure everything will be built to code, work out all the details what window you will use, wall/bracing sizes etc, if its a dual cab/single cab/extra cab chop what tray you want to run so you have a clear idea of what the finished product will be well before you have hacked into it.

With a bit of time, money and planning you can achieve an individual look for your fourby, and in many cases have it look like came out of the factory like that!

It depends alot on the vehicle, it's problem's (i.e. Rust or panel damage in the back) as to what chop will suit you vehicle and your needs. From what we found from the 4 Guys who talked us through their process, it's a great opportunity to share few beers with some mates and build a custom rig you can be proud of.

If you have a chopped fourby and would love to show it off in the magazine, feel free to contact us and fill us in with some details on your rig, our email address is [the4x4corner@gmail.com](mailto:the4x4corner@gmail.com)

When your talking about chopped/modified rigs who can go past Roothy's "Milo". Formally a 40 series troopcarrier, It's been chopped and changed over the years to suit it's purpose.

This is a photo we took at JTS open day of Milo a few years ago. It Was great to check it out in the flesh.





## HARLEY'S CHOPPED 80 SERIES

WORDS AND PHOTOS BY HARLEY BAKER

**Model:** Toyota 80 series Land cruiser  
**Year:** 1994

I always wanted a Toyota coil sprung ute what made me chop it quicker then I wanted was when a tree took out the rear end.

All the work was done in my shed with the help of a mate who does it professionally. It was originally setup as a weekender then I started using it in competitions

I've now fitted a style side and lowered it with all new suspension and mounts. It's currently running at about a 2" lift with kings triple bypass shocks all round with hydro bumps. At the moment I'm in the process of fitting a LS1. With a bit of work still to be done, when it's all done I am planning to run in class8 (CAMS).

If you are keen to see more of this truck, stay Tuned as we will be following Harley's progress with this tough truck in future issues!







## MARK'S BOB TAILED 80 SERIES

WORDS AND PHOTOS BY MARK SIETAS

Some long term followers of our facebook page might remember a competition we ran at the start of the year for best 4x4 that doubled as your work & play vehicle. Mark was one of the entries, he kindly offered to talk us through the bob tail chop he undertook on his 80 series.

### What made you go with the bob tail chop?

After having had a few 4 wheel drives they all suffered from bad departure angles, so when I built this truck it was always in my mind to do something about that, but when I decided to also fit a winch to the back, it then became a necessity as adding the winch to a Standard rear end would make the departure even worse.

### Did you do it yourself or professionally?

It was done with one of my good mates in his suburban garage with nothing more than time and general tools.





**How have you now found it to drive In comparison to before?**

GREAT! Aside from being very happy with how it looks, It achieved everything I hoped it would. I did choose to then raise the front another inch so that the truck would sit level again... however being able to drop down into creek beds without a big bang or getting caught up at the back is priceless.

**Would you do anything differently if were to do chop again?**

That's a good question, because we did do it again, and the only thing we changed was how we mounted the rear side windows, the bob was exactly the same.



**What would be your advice to anyone wanting to take on a similar project?**

"Measure 3 times - cut once" haha Work out what you want to achieve, get all the gear you want to use and then just take your time.

*If your chasing some lighting for your rig Mark is the man to talk to. He runs FBI Industries. Can find out more at <http://www.fbi-industries.com.au>*





## NICK'S CHOPPED TROOPY DUAL CAB

WORDS AND PHOTOS BY NICK BRIGHT

### What made you do the chop on the troopy?

The main reason on chopping the Troopy into a dual cab ute was to get rid of all the rust in the rear of the car that was beyond repair. I'd always wanted a chopped cruiser so I thought this was the time to do it.

### Have you done it yourself or professionally?

My father and I are both both alloy fabricators and sheet metal workers. My dad being a being a boily for 20+ years. We did it all our selves over a short period of 2 weeks. The comp tray is still in the process of being built.

### What are your plans once complete for it?

Once complete she will be my daily drive, work vehicle and my holiday bus, living on the beach and in the bush. Hopefully years of fun times to come.

### What are details of chop (back window? Back wall and framing details, etc)?

When chopping your vehicle there are some strong guide lines and ADR rules to go by when getting mod plated. What ever you have taken out has to go back in twice as strong. We started with the back wall being a 2mm sheet of black steel. We had original plans of pressing it with ribs, but with a short time period we decided to go with a flat sheet with braces. The brace work consists of 65mmx 35mm 3mm wall RHS. Safe to say she won't be going anywhere. We have the rear window currently being custom cut to suit ADR rules and regulations I strongly recommend looking into this before the chop as this has held us up a little as it has to had to be special designed glass.





**What would your advice be to anyone looking to do a similar project?**

My advice is get out and do it.. however I strongly suggest doing it to a car that isn't full of rust like mine was. We spent 90% of the time doing rust repairs in the gutters and windscreen... Otherwise it was a walk in the park





## JY'S CHOPPED PATROL GU DUAL CAB

WORDS AND PHOTOS BY JY HATCHMAN

### What made you do the chop on the Patrol?

One of my Best mate's chopped his 80 series back when we were 16. The whole look/ practicality of it grew on me. When I first bought the patrol as a roller, it had no motor so the engine swap was the initial idea. But after rolling around in my single cab hilux and best mates dual cab 80 for a couple years, I couldn't live with out having a tray. Not to mention everytime I go 4wding I always scrub the tray right where the wagon rear quarters would be so I figured may as well chop it while i have the time instead of rolling around in a dinged up wagon. I also wanted something not many people have, so i built it exactly how I wanted. I Made it unique to me. I used the wagon rear pillars as the new rear pillars, and fabed up my own rear wall. And set about making the tray as practical and as strong as possible. Everything from machined up nuts to get welded into the tray outers, storage box, dual batt tray, removable roll bars/ canopy, It all helped made it my idea of the perfect tray.



### Did you do it yourself or get it done professionally?

Being an apprentice fabricator by trade, and a mate of mine being an apprentice fitter and turner, we did it at home in the shed. It took us 2 weeks of afternoons to get from wagon to ute , then get everything ready for paint. It has taken a few months to build the tray. Some of this time has been spent compensating for things I don't have yet and getting the time to use lathes/ milling machines to make up all the small finer details.



### What would your advice be to anyone looking to do a similar chop to their Patrol?

My advice to anyone looking at doing a chop like this is to just go ahead and do it. If you have your head wrapped around it to some extent. It's a great experience, I would do it again and again in a heart beat, I learnt heaps from it. I did however spend 4-5 months following and reading how other people went about it, then I put the pieces together and figured it out.



I did up some drawings / designs then seeked a qualified engineer, and let them know what my plans were, I sent photos and just asked what their requirements were for materials, thicknesses, etc.

I would also advise people to do up some drawings and get a few ideas in your head, think about it for a few months (as your design will change 4-5 times) what do you want engineered? Extra body mounts, child restraints? Speak to the engineer about your tray design, weigh up the costs then find a qualified engineer. Let them know your intentions and ask for their preferences. My chop owes me under \$1500. All materials for chop, tray build, paint for cab, and first engineers inspection.

### What are the mods on the patrol so far?

Mods would be the cut back obviously. Modified interior panels to suit the chop. I really wanted it to look like it was factory optioned. Custom tray, zd30 to 06 td42ti engine conversion, that's about all that's been done so far.

Once it's been engineered and registered, it will be going front mount intercooled. I am soon to put the dual battery set up in, and tax time will see me buying my own tube bender. I am then planning on making my own tube winch bar, brush rails, sliders, rear scrub bars to bolt up to the tray, rear winch under the tray. Longer lower links, a frame rear and x link front, bigger pump, high mount manifold, 18g turbo, 4" stainless snorkel, custom intake plenum, 3" stainless exhaust etc

Once completed the Patrol will be my daily driver & weekend warrior. With plans to in future also do some touring.





I used 1.6mm zincaneal used for rear wall. Bracing was all 25x25x3mm wall box and the centre brace was 50x25x3mm



The tray has been made so that the roll bars can be bolted on and off, floor, mudguard in fills, & headboard will be made from ally propellor, & the tail lights will be recessed. The tray has been built for strength and practicality.





## USED 4x4 REVIEW - THE LEGENDARY LANDCRUISER TROOPCARRIER

WORDS AND PHOTOS BY DANIEL FOSSEY

After having the pleasure of getting to know some troopy drivers. It became obvious that Troopy owners are a great group of people who are highly passionate about their choice of vehicle. If anyone reading this is looking to buy a troopcarrier I would suggest joining the "Troopcarriers of Australia" facebook group. There is a wealth of knowledge from the members who are part of the group and all of them are more than happy to help you out and answer questions you may have.

The Landcruiser Troopcarrier is an Australian Icon. The Troopy initially began with the iconic 40 series back in 1966. The 40 series ran until 1984 where it was then replaced with the 75 series. You can still find several 40 series Troopy's going strong on the used car market. Looking around online at carsales and gumtree they seem to either be really clean and tidy, or in need of some restoration. If you need any convincing of the 40 series capabilities then you just need to look at "Milo", Roothy's Troopy & even mustard. These vehicles have been put through there paces and seen a multitude of 4wd work over the years and are still going strong.

The 75 series Troopy ran from 1985 to 1999. The 75 series consisted of a solid axle leaf sprung setup. Engine wise they had a 2H 4.0litre 6 cylinder diesel, or a 3F 6 cylinder 4.0litre. In 1989 the reliable and popular 1HZ diesel was introduced. This was a 4.2litre overhead valve diesel.

In late 1992 the 3F petrol motor was replaced with the 1FZ-FE which consisted of a 4.5 litre petrol engine. In 1999 the 78 series was released. Unlike the 75 series the 78 series Troopy consisted of a coil sprung front, However it kept with the leaf springs in the rear. Toyota dropped the petrol option for the 78 series.

In 2002 Toyota brought out the Troopcarrier with a 1HD Diesel in it, This consisted of a 4.2 litre turbo 6 cylinder motor that was similar to what 100 series cruiser was running. 78 series troopys from 2007 on have the big V8 in them, which is a 4.5 litre V8 Turbo Diesel. They also had a few changes to them with different grille, headlights, and bumper.

Think it's fair to say Troopy's are quite a simple, no fuss vehicle, They are great for touring. Many people take the back seats out and put drawers in. It's also handy in that the back can take a queen bed making them great for those weekends away up the beach or out bush!

Now for the most important question, what will a troopy cost me?...well here's a bit of a guide from what we found on Carsales and Gumtree. It is vary vast and varied depending on mileage and extras. There are loads of troopys for sale these days and most will come with a multitude of extras. For a 1HZ diesel Troopy around a 1997 model it is largely driven by the amount of klms, for anywhere from \$12,500 - \$16,500





range you can expect to pick up one with anywhere from 350,000 to 450,000 klms. We even came across one which had done around 630,000klms on the original 1HZ motor. That just goes to show how tough they must be. Lower klms examples which have done around 110,000 klms - 200,000 klm range you will expect to pay anywhere around \$23,000 - \$29,000 range. It really is very varied, there was some which were loaded with extras then fell outside this price bracket and also others which had rust, etc that were a bit cheaper.

For a 78 series big V8 Troopy you can expect to pay for a 2011 model in GXL with somewhere around 110,000klms-115,000klms anywhere from \$46,000 - \$48,000klms. The GXL in these troopys are well appointed with Electric windows, Central locking, Power steering, Air conditioning, dual airbags, carpeted interior, & cloth seats. With so many Troopy's being used in the Government, mines, as hire vehicles, police vehicles, or just being on the

Ensure you check over the vehicle for rust and get it mechanically looked over if in doubt.

Troopy's are a top vehicle. if you look after them they will give you many years of enjoyment. There are so many options available depending on your requirements and if you look around hard for a while chances are you will find one someone has already put some coin into and might not take much to adapt to your own. Troopy's had a few different seating styles so depending on the vehicle may have 2, 11, 6, or 5 seats. Some models have seats forward facing seats in rows or 3 front seats and 2 banks of side mounted seats in the rear.

On the next few pages we have gathered a few Troopy owners opinions on how they find their Troopy, and also Talk to Dan & Cal from Troopy adventures a bit more about troopys and why they like these vehicles so much.

## MECHANICALS 1HZ & V8 TROOPY

WORDS PROVIDED BY RYAN McGIBBONY - OWNER PETER ATKIN MECHANICAL MAROOCHYDORE QLD

### 1HZ Diesel Servicing Guide:

Minor service - every 10,000kms - **\$285 - \$303**

Major service - every 40,000kms - **\$921 - \$940**

(the price difference reflects different oil capacities depending on the year)

Timing belt is due at 150,000kms - **\$275**

### 1VD - FTV V8 Servicing Guide:

Minor service - every 10,000kms - **\$235**

Major service - every 40,000kms - **\$812**

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## JAKE'S 2H TROOPCARRIER

WORDS AND PHOTOS BY JAKE TAYLOR

**Model :** 1985 troopy Landcruiser Troopcarrier

**Engine:** 2H Diesel

It has a full draw setup in the back. This has replaced all the rear seats except the back passenger seat. It has got some basic mods such as lightbars, spotties, winch, stereo system, UHF. I don't feel the need to have lockers or any other costly mods as it gets me everywhere now...so I have never had the need for them. Simple max trax and a shovel does the job for me

It's a brilliant car, especially for its age, I was unsure but excited when I bought the troopy as I wasn't sure of it's off-road capabilities. It hasn't ever let me down, I have had a few issues when I bought it which I fixed up. I put new foam cell shockies and new suspension all round, and some new 33 inch Maxxis Bighorn Muddies that get me anywhere with ease.

My favourite model of troopy would of course be mine, I love it more and more everyday and everytime I drive it, I would suggest to people looking to buy a troopy to look for older models as they are classics, they will run forever if you treat them right and will give you everything you want and look for on the tracks!





## NICK'S V8 TROOPCARRIER

WORDS AND PHOTOS BY NICK MOTT

**Model:** 2008 VDJ78 Landcruiser Troopcarrier

**Engine:** 4.5 litre V8 turbo diesel

My first Troopy was a 1989 model, 4 litre diesel non turbo. It had read sliding drawers and a mattress setup in the back. I loved that Troopy more than anything! After that one my dream was to buy a new V8 model. I bought this one stock as a rock. It's got an ARB bullbar, two lightbars, UHF, upgraded shocks (no lift - saving up for a superior engineering 5") sound system, 3" exhaust, 33" tyres and a 9500lb winch.

It's been everything I could have hoped for. A tonne of power, sounds amazing, and goes further than a lot of lifted dual cab 4x4's. I have owned it about 7 months, and it's written off two cars. In the first week a car pulled out in front of me and copped the bullbar. And on the freeway a Suzuki swift ran up the back of me. Now there's some blue paint on my tow ball! They're tough as nails, I haven't had any issues yet.

These cruisers are renowned for being simple but reliable. Wiring, and installing accessories is extremely easy. The v8's are obviously a lot more complicated than the older models, but still relatively simple to do modifications. Lights, radios, UHF's, all a piece of cake. Dash comes off with ease!

These troopys are often used in the mines, by police and by retired people towing caravans. They've either been nursed or thrashed! Good idea is to look for rust and to peel back a few layers, look in the corners where the car can't be cleaned for traces of red dust. That will give you an idea of what the cars done.

If you find one that's been looked after, they won't let you down. If it's been properly maintained, it will last forever. I've had nothing but a good time with my Troopy. They come with hefty price tags but if your looking for a reliable, tough and capable 4x4, look no further than a Troopcarrier.





## RYAN'S TOUGH TROOPCARRIER

WORDS AND PHOTOS BY RYAN PRYOR

**Model:** Toyota Landcruiser Troopcarrier 1991 HZJ75

It has a Denco Turbo and 2.5inch exhaust system. 12psi boost. Aussie Desert Cooler heavy duty alloy radiator. 57L combi Engel. Ironman fridge slide. Cargo barrier. Outback full length drawer system. Custom overhead console, custom bar work and rock sliders, custom dual wheel carrier or wheel and dual jerry can holder. HID headlights. Engine fully rebuilt at 360000km to 1HDT spec. Upgraded pistons and rods, upgraded crank. New heavy duty after market head. New injectors. New water pump, timing belt etc. Rebuilt injector pump. Chromoly axles, Chromoly draglink and tie rod. Rebuilt gearbox and transfer. Warn 12000lb high mount winch. 22inch, 40 inch and 6 inch light bars. 3 led work lights. Interior led strip lights. Volt meters. Autometer Boost, EGT and Water temp gauges. Dual batteries. Dual fuel filters. Diff and gearbox breathers. Roof top tent rack. Ironman4x4 wireless fridge thermometer. Pioneer cd player. Bogaard turbo timer. Internal security mesh. External fly screens. ORICOM 80ch UHF.

I am absolutely stoked with the troopy. For touring it is the best 4wd wagon out there. Being leaf sprung all round it doesn't have the clearance or articulation like an 80 series however it still goes where the big boys go. With dual factory tanks it has approx 1200km range. I purchased the Troopy because since i was a kid I was sold on them. The 40 Series and now the 70 series are icons of the Australian bush.

They are near unstoppable even with busted components they will still get you home. Easy to modify but limited in certain areas such as lift without further engineering. Parts both new and 2nd hand are readily available across the

country and you'll likely find parts in any little town. 5th gear is notoriously weak and with strip under load. Do not tow in 5th and don't use 5th until 80km onwards. Rust around gutters, windscreen and rear quarter panels is common and can pose a hefty price on repairs. Prior to around 2000 the 1hz was notoriously slow. The compression was increased around the year 2000 to make it more drivable. 1hdttfe is the best engine available in the Troopcarrier however prices for a good example are very high with high klms. Some fetching higher sale prices than the newer VDJ.

Overheating is also a common problem. The head, injector timing, radiator, thermostat, timing belt could all be the cause and it's a process of elimination to overcome overheating problems. I have replaced most components throughout the whole vehicle to have a starting point to work from..... I would never own another 4wd!







## BEN'S 1HD TROOPCARRIER

WORDS AND PHOTOS BY BEN BAHRAMIS

**Model:** 2004 Stock Turbo RV Troopcarrier

I love my troopy. it's got all the good tough bits, coil sprung front end, and carpeted interior. Had to get the RV to be able to fit the baby seat in the back. The previous owner, had a 2 page receipt from ARB, dated the day after the car was bought new, with everything you could want listed on it and more. So I feel pretty lucky to have such a well set up Troopcarrier..... Cheers Aaron. Combining the lengthy list of mods with the respect demanded by a Troopy coined me the nick name "The Land Owner" from the boys at VB 4WD.

I feel like any owner would give you the same story, lots of room, the turbo 1hd FTE is awesome. Plenty of power, running 33s has never been a time when I felt I could do with more power. The ride is quite good on road and off. Feel very sure footed and same until you go around a corner. But for long distance touring I wouldn't want anything else. It's just built better. No rattles, no fuss accelerating, and a sense of prowess that makes you feel like the Big Dog.

I previously owned a 110 Defender 300Tdi that had been ute chopped into a dual cab. That was a boys weekend truck. It ate up bog holes, ruts and steps like nothing else. But even with an upgraded intercooler, plenty of boost and black smoke it could only just hold 110 on the freeway and felt like it was possibly going to fall apart on the road. The troopy doesn't compare when I get in steep rutted tracks, even with twin lockers it is always limited by the leaf springs and narrow track. In saying that though it always gets through, don't get me wrong. It is amazingly capable, but the defender with it's a frame rear end suspension just walked up (sometimes Crab Walked) anything you pointed it at and did it with style and finesse. It just felt like it was at home in the tough stuff.

The thing was a Defender can't do it all (on more than 1 occasion it couldn't even get me to the track) and I believe a Troopy gets pretty close. Not only will it get you there and back again, its tough. Its built tough, everything is bolted on,

no tacky rivets or plastic clips where it counts. It's not overly strung. The 1HD motors have been tweaked up to 300kw in ski boats. So 122 in a troopy is well and truly in the safe zone. And the drivetrain (Stock Turbo models only with the massive h151 gearbox). Matty at Total Traction Drivelines swears they have the strongest drivetrain (Turbo Troopys and 80 series) of any Australian 4WD (yes better than a Patrol) with the exception of a notoriously weak front diff, that is only weak in reverse. So as long as you don't give up and pull out. The troopy won't let you down.





## SEAN'S 1HZ TROOPCARRIER

WORDS AND PHOTOS BY SEAN



**Model:** 1994 HZJ75 Troopcarrier

**Engine:** 1HZ Diesel

G'day this is my Toopy. It's done 430000kms, It has extractors, nothing fancy really, I have had her for 10yrs, still can't decide on how I want the back setup, but I have put in custom side panels, made a fold down table on rear door, fishing rod holders inside, shes got a winch, UHF, dual tanks, solar panel, 37lt water tank on roof cage , awning, shovel & jack. Love the truck & love Troopy's!

## TROOPCARRIER'S OF AUSTRALIA

A HUGE THANKS TO THE GUYS & GIRLS FROM THE FACEBOOK GROUP TROOPCARRIERS OF AUSTRALIA, IF YOU NEED ANY ADVICE OR INFO ON TROOPY'S THESE ARE THE LEGENDS TO TALK TO!





## TROOPY ADVENTURES

WORDS AND PHOTOS BY CAL & DAN

Continuing our Troopy theme this issue we caught up with Troopy Adventures to talk troopies, and get their perspective on why they love these vehicles so much, and find out more about the troopy movement!

### For anyone who hasn't heard of you guys what is troopy adventures all about?

TA is basically a visual travel blog.. From humble beginnings it started over a few beers at the pub and as just a bit of a laugh but is slowly growing into a troopy movement. We've both done plenty of overseas travelling, but we're trying to show people there's plenty to see in your own backyard.

### What inspired you to start it up?

Well it originally started as a Facebook page. Just somewhere to share pictures of our travels with our families and friends, however when we had reached a couple of hundred followers we thought people must have been enjoying our poor photography and below average attempts at humour.

### What is it that you love about troopies? And what model do you own?

We both have 08 VDJ78's with a bit of fruit on them. Dan also has a pop top 40 series troopy that's had a bit of work!

We love the simple, robust and no nonsense design of these trucks! Plus after you've ripped the scab of a few cans you can sleep it off in the comfort of a queen sized bed in the back!

### I personally love look of the 40 series troopies. Legendary looking vehicle. All though I haven't owned a troopy ever, I appreciate them a lot as a vehicle, & can see why people fall in love with them! Whats your fav model troopy?

**DAN:**Being the lucky owner of a pretty neat 40 series troop and having done a lot of miles in her... I couldn't really side with anything else! In comparison to modern vehicles they are simple, yet tough as nails which makes them a very attractive touring vehicle.. Even though they do lack a bit comfort wise.. but on the other hand after a few weeks of bouncing around in old Pippi, I'm happy to have the comfort and power of the V8 bus to come back to. Not having to wear ear plugs is a bonus too.



**CAL:** Hands Down nothing beats an old 40! Dan's "Pippi" is one of the finest examples getting around! That being said the 75 series troopcarrier being the most common is tough to beat for a touring vehicle. It doesn't matter where you break down in Australia it's nearly guaranteed that there's going to be spare parts at the nearest town.

**When did you get your first troopy & what made you go with the troopy?**

**DAN:** I'd had a couple of tough Hilux's but was looking for something different. After finding the old 40 online in 2008, I jumped straight on a plane to Brisbane where it was for sale. After a quick inspection, I bought it from the second owner and pointed it south and drove her home that day.. Then in 2012 I added the V8 to the ranks.

**CAL:** I also picked my V8 up in 2012 after bouncing around in a Defender for a few years I knew it was time to upgrade to something with more power, size, doors that sealed and a roof that didn't leak.

**Whats your favourite place to get away to?**

**DAN:** Anywhere you can camp on the beach and launch a boat is ok by me. We have done Moreton Island about half a dozen times now and that place just doesn't get old!

**CAL:** I've always been drawn to beach camping mainly because I used to surf a lot when I was younger. I'm with Dan about Moreton island, I can see myself planning a trip there every year for the foreseeable future.





**Looks like you guys have a lot of fun when you get away also, whats a typical trip away consist of?**

We enjoy the simple things.. More than a few beers, plenty of camp oven tucker, and good company is nearly a guarantee of a great time anywhere you go!

**What would your advice be to anyone looking at getting a troopy? And what would be the must have mods you would get onto it?**

We get asked a lot about ex mines vehicles.. Having both worked in the industry for close to ten years we know how these cars are treated.. Or mistreated more to the point. Steer clear! Being so capable from factory you can get into the thick of it pretty well straight up! A small lift and some quality tyres will get you in and out of most situations in a troopy! A set of drawers to keep your gear organised and don't skimp on a quality fridge or a comfy mattress!

**Whats the future plans for troopy adventures?**

We've got a heap of trips coming up over the next twelve months that we hope to get some quality photographic and

video footage of to share with you guys! Our "Troopy TV" project will be updated with a few more episodes added to the collection. Including exciting coverage from our huge event in July we are holding in conjunction with the legends from "Troopcarriers of Australia". The Winter Ramble is going to be the biggest gathering of Troopys that Australia has ever seen!!

**And lastly how can people get on board and follow your travels?**

We are pretty active online on our new website and online store ([www.troopyadventures.com.au](http://www.troopyadventures.com.au)) and social media (facebook - troopy adventures - and Instagram @ troopy\_adventures) with daily updates, info and trip reports from our latest exploits!

A big thanks to Dan and Cal for taking to time to have a chat to us, hope to see you out on the tracks one day soon! Good luck with the WInter Ramble next week!







## RACHAEL'S FORD RANGER

WORDS AND PHOTOS BY RACHAEL HERRON

**Model:** Ford Ranger PX XLS Dual Cab

**Year:** 2014

**Engine:** 3.2 Litre Turbo Diesel

### Mods so far:

- 2.5" suspension lift
- 17x8 alloys with 33" ATs
- TJM snorkel
- MCC rear bar
- Electronic rust protection
- Custom xrox bullbar with 30" lightbar & 4" HIDs
- dual battery setup w/ 55L fridge
- Aftermarket flares to keep the bigger tyres legal
- Custom grill & decals
- GME UHF
- Pillar pod with boost and EGT gauges to keep an eye on things
- 6" alpine speakers and a sound stream sub ready to be fitted

### Mods planned for the near future:

- In the near future I'm getting rock sliders and a 50" windscreen mounted curved bar
- I would like to eventually upgrade the exhaust and go to a HPD intercooler with an ecu tune

### What made you go with the Ranger?:

I went with the ranger because I previously had a 2011 PK single cab and it was unreal. I like to go for something a bit different but they are most definitely a capable ute. The new one has only hit the beach a few times so far. Took it for a camping trip to rainbow last year and it was unstoppable even with all the gear in the back.

### Where do you like to drive it?:

Keen to take it to glasshouse once I get my sliders on and maybe a few other places as well. It's an awesome ute on and off-road. And even with the bigger tyres I still get around 10.5L to the 100





BEFORE



RACHAEL'S RANGER ALSO TOWS HER 2011 KTM 250F AROUND FOR SOME FUN IN THE MUD....



AFTER



**VICTORIAN BUSH 4WD CLUB**  
WORDS AND PHOTOS BY BEN BRAHAMAS

We are a small collective of long-time friends who have a passion for 4wding. After spending years talking 4wds and camping we decided to put some of our findings down on the web for others to learn from and add to. We go by the name "Victorian Bush 4WD Club" or VB 4WD for short. We are not officially a club in the real world since as we don't really cater for new members from the general public at our meetings or on trips. We are more about the online community. We discuss trips, Tracks and Destinations along with reviewing products we purchase for our 4wds and invite the general public to get involved in discussions.

Currently we are expanding our online following from a simple Instagram page #vb4wd where we post photos of our adventures to a dedicated blog site where people will be able to chip in with what they know and we will be able to expand a little on campsites we find, tracks we drive or mods and fixes carried out on our 4wd's.

You can follow the boys on Instagram @VictorianBush4wd





@RedDawgAdventures

## RED DAWG ADVENTURES

WORDS AND PHOTOS BY RYAN & KATE JOHNSON

### Where did the name red dawg adventures come from?

Kate and I both lost our jobs at the start of 2013. Shortly after, Kate fell pregnant and there was a lot of pressure in finding work. I'm originally from Africa and I just love the bush and anything to do with 4WD'ing, Fishing, Camping and the outdoors. One night as we were thinking about what we're going to do, we thought, why don't we start an adventure business and record our adventures on the blog? The name Red Dawg Adventures is based around the movie 'Red Dog' who travelled the Pilbara and beyond, meeting different people and exploring. We were quite inspired by Red Dog. It captures what we do in our travels, exploring WA and meeting and connecting with many interesting people.

### For any readers who haven't seen you on social media what's red dawg all about?

It's about people. It's about connecting. It's about inspiring people to take a break from their busy lives to 'enjoy the simple things in life', which is our motto. When we lost our jobs we learnt so much perspective and what is truly important in life. We want to share our life stories and bring hope and inspiration to people

### What is 1 item/accessory you consider a must have for camping?

Water & matches

### in an age where getting out and about in the great outdoors can sometimes be forgotten, what do you guys like/enjoy so much about camping & getting out and discovering new places?

Nature, meeting new people, relaxation, perspective, creating family memories and inspiration we find along the way

### Why do you think this is so important for families to pass onto future generations?

Creating memories for children. Perspective – remembering life is not just about working & money



**What is one of your favourite places you have been to over the years?**

Walpole and Albany. Many breathtaking landscapes and a relaxed stay

**Where is the next trip your planning?**

Saturday 27th June 2015 – Bloke's 4WD Fun Day in Julimar, WA (turn over as we have a run down on this)

**Give us a bit of a run down on Lorna your 100 series cruiser. (Engine, mods, etc)**

Lorna came up at a bargain and I just had to have her. I wasn't expecting to own the 100 series anytime soon but this was a great opportunity. It's a 4.2 Litre Turbo Diesel 1 HDT-FTE engine, Mods: Web roof rack, EFS 2.5 inch lift suspension, 285/75/16 inch Mickey Thompson ATZ tyres with factory Toyota alloys

**What is your camping setup for trips away (ie tent, camper trailer, swag,etc)?**

Black Wolf Turbo 300 Tent & Dune 4WD mat for family trips, otherwise Oztrail Swag and Mammut down sleeping bag. Camper trailer is hired for long holidays otherwise roof rack and 4WD space is plenty for a family of 3. We have recently also purchased an Engel Fridge/Freezer and Vaccum Sealer which is so helpful for transporting food for longer stays

**What are your tips for keeping kids interested on long car rides to and from destinations?**

Food, household items as toys, frequent stops to show them landscapes & animals

**Camp cooking is always one of the fun parts of getting away of the beaten track and always tastes great. Whats your favourite camping dish to cook?**

Goat Curry (Cooked at home) or BBQ with special home-made marinade

**What would be your advice to anyone out there looking to get into camping and getting outdoors more with family & friends, where is great place start if you don't have lots of experience, time, or are on a tight budget?** Call us!

There is so much to cover. Planning is very important, anticipating as much as possible and being prepared. Important to prioritise getaways as it's an important part of a balanced life. Stay tuned on our website as we aim to cover this in more detail. Planning and buying good quality bare essentials such as tents/sleeping bags etc is a must.

**How can people keep updated with your travels?**

Visit [reddawgadventures.com](http://reddawgadventures.com) sign up to receive blog posts, Like us on Facebook, Twitter and Instagram for daily inspiration





## RED DAWG ADVENTURES - BLOKES 4x4 FUN DAY

WORDS AND PHOTOS BY RYAN & KATE JOHNSON

The Julimar state Forrest is approximately 90 km North East of Perth. We had a group of about 10 people with four cars turning up on the day. The trusty land cruisers ruled on the day. It was good to see the different series perform in the same terrain all proving to tackle all that was thrown at them.

The 100 series Landcruiser driven by me was the most conservative due to still being built. The old FJ 60 & the 80 series 1hz dominate on the day. A good set of mud tyres and a front and rear locker go a long way. The old 60 series never fails with a rear Detroit Locker and a front ARB air locker allowed the old girl to climb anything that was thrown at her. The 80 series with a rear ARB air locker was not far behind. The late model Holden Colorado pleasantly surprised me bashing through mud holes and soaking up the terrain with ease. The limited clearance stopped it from taking on more aggressive hill climbs and deep ruts.

We had a few Jeeps pull out a few days before as well as a an old Land Rover from the 70's. It would of been fun to see them all work their magic on the day.

The whole aim of these events is to encourage like minded people to come together to connect. Share stories, get to know each other and ultimately to form bonds. This fast paced society is drawing us more into technology and getting us to work more and play less. We want to change that,







we want a balance and what better way to get the balance back. Nature is soothing, it has that calming effect and Western Australia has so much to offer with regard to the outdoors. Come and be a part of it join in on the next Red Dawg Adventure. Let's make a documentary on how cool this place really is Western Australia - an untapped adventure.

And yes we forgot to mention it's not a Red Dawg Adventure unless the webber BBQ comes with us. We are all about the traditional marinades and classic home style recipes. Come and join us on the next tour!!



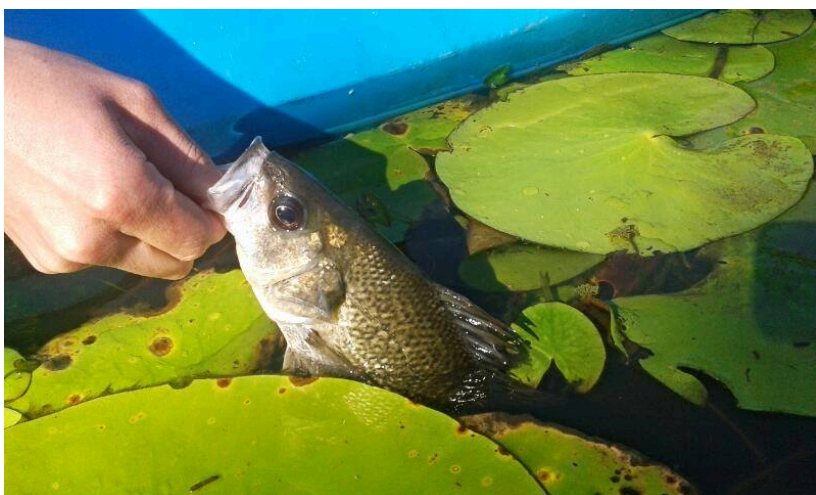


## FRESHWATER BASS FISHING

WORDS AND PHOTOS BY HARLEY BAKER

My personal favourite place to fish Australian bass would be in creeks/ivers casting my lures close to structure like logs banks or weeds. Either land based or in the kayak, most creeks I fish lead to large dams/lakes, Using hard body diving lures work well about, 40-60mm long. Another great lure to use is spinnerbaits casting close to structure with a slow retrieve and make sure your paying attention they hit and swim hard first up, if your into bait they like garden worms under a float (Hook then about 1/2m of line to a float) then all you have to do is sit and wait for the float to go under.

I've found the best times to fish is early morning or late afternoon and being freshwater you don't have to worry about tide times, I like to release all my freshwater catches (salt water tastes better haha) also managed to find some cool views by paddling down creeks in the kayak, I've found that a great way to find local creeks is by jumping on Google earth or maps. Anytime I go away camping I take a fishing rod and always try taking the kayak cause you never know if there's a nice creek near your camp to paddle down.





## READERS CAMPING REVIEW - WOODGATE BEACH

WORDS AND PHOTOS BY HARLEY BAKER

One very hidden little spot along the beach is woodgate beach or in this case Burrum point camping grounds. It's a 4WD/AWD access only campsite, its all bush camping, so park the car up and you just have to carry your camping gear 2 metres from the car. The beach is only a 5 minute walk or a 2 minute drive then onto the beach.. The beach isn't huge but such a nice sandy beach fairly calm waters with a few shells to find and awesome spots to fish so make sure you take your fishing rod or even a kayak, if you wait for the tide to go out there's a few good sand flats to drive along and plenty of yabbies to find for bait.. Drive back into town (woodgate) and at the north end of town there's a nice salt lake with boat ramps for those with boats



### Camping fees and details:

Before camping in a park, forest or reserve, you must obtain a camping permit and pay your camping fees.

Fees for camping permits are:

- \$5.75 per person per night
- \$23.00 per family group per night.
- \$3.20 per person per night for students and accompanying adults on approved excursions.

More details can be found by following the link below

<http://www.npsr.qld.gov.au/parks/burrum-coast/about.html>





## ALEX'S SUZUKI X90

WORDS AND PHOTOS BY ALEX BOWLEY

**Model:** Suzuki X90

**Year:** 1996

**Engine:** G16B 1.6 EFI

**Mods so far:**

- 6 point internal cage
- race seat and harness
- stripped interior
- steel roof
- locked rear diff
- tube bar with LED spotlights
- winch
- HID roof lights
- snorkel
- bash plates
- 40mm king springs
- Extractors and 2" exhaust
- guard chop
- spoiler

**Mods planned for the near future:**

- Braced and strengthened chassis
- full belly plate
- Dobinson front struts
- Remote resi rear shocks
- mud tyres

**What made you go with the x90?:**

It was cheap and I previously owned 2 Vitaras (same chassis and drivetrain) so i had bits and pieces laying around to put on it.

**Where do you like to drive it?:**

Its used mostly for racing at Aust4 Racing Series and Superior Short Course. I'm hoping to race at Ultra4 King of the Hunter, Hunter Valley NSW next year.





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## WORLD TRIPPERS - SVEN AND ASTRID

WORDS BY DANIEL FOSSEY, PHOTOS BY ASTRID & SVEN

Astrid and Sven recently contacted us regarding a pretty amazing world trip they are currently on. We couldn't not do a feature on the trip & their unique truck. Hopefully each issue we will be able to follow up and see how far they have made it in between issues.

Astrid & Sven are travelling the world from Munich - Munich, in an ex army truck, a 1976 Steyr 680. It has a 6.0 litre diesel in it, & a pretty neat set up in the back. Complete with a kitchen, bathroom, sleeping area, & small living room area. Not having done this serious a trip myself before I can only imagine that having a comfortable, & easy to use set up with everything you need at arms reach would be key to making the trip a success.

Last time we spoke to them they were hoping to cross the border into India, and heading towards the mountains of Manali. Where they will be driving one of the most dangerous roads in the world, the Leh highway in North India. Sven said he was looking forward to getting into temperatures which were less than 40 degrees.

Sven and Astrid have a facebook page if you would like to follow them on their trip closer and see more photos. Just search "just another world trip" They also have a website which can be found below.

<http://rightbeyondthehorizon.com/>

We will leave you with this video you can check out of the Steyr & Astrid and Sven in Mongolia.

[https://www.youtube.com/watch?v=9PIzl\\_JB4Zk](https://www.youtube.com/watch?v=9PIzl_JB4Zk)



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