

# RAMBLER VEHICLES



**MAKING MEMORIES  
A TUFF 200 DC**



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**REDISCOVER  
AUSTRALIA  
WITH RICKO**



May 2022  
ISSUE NO.1





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# RAMBLE ON!

**G**'day and welcome to the very first issue of "The Rambler", a magazine/brochure designed to be packed full of the information you need to help you purchase a Rambler of your very own, and, make it your own! This magazine is our brochure too, and like everything we do here at Rambler Vehicles, we have set out to make the entire experience totally unique. This magazine is just the start.

So by now you might be asking yourself, who is Rambler, what are they all about? You'll find a more detailed answer to that on page 9, but for us it really all started in earnest back in 2018, when we delivered number 001, our very first Rambler vehicle which is of course, still going strong today!

Our team have had long careers in the off-road and aftermarket industry, and we recognised quite some time ago that there was a need in our market for a full turn-key solution for folks who want to make the most of their time and money. Our combined industry and extensive real-world experience has gone into creating what we reckon is the full package. Sure, there are other folks out there who will build your vehicle up

from new, but how many others offer the entire package? From sourcing the vehicle, to taking the time to sit with you and listen to what you actually want, and then to delivering you the custom-built vehicle of your dreams complete with nation-wide back up? No, we can't really name anyone else either.

We are very proud to say that three and a bit years after waving Rambler 001 goodbye, we have delivered in excess of 50 more Ramblers to happy clients all around the country. We are very excited about the future of Rambler Vehicles, and we have plans to deliver at least a further 25 vehicles this year, 35 the year after that, and then hit our goal of 50 vehicles the following year. We are excited to be in our new facility which will allow us to further enhance the customer service experience, and on-going after-sales service.

It's fair to say that a lot of the first 50 Ramblers were based on the popular Toyota 70 Series line of 4x4's, along with an increasing number of 200 Series wagons that have been converted into very practical and user-friendly dual cab utes, often with extended chassis and upgraded GVM

capacity to boot. We've recently moved into other vehicles as a platform such as the excellent Isuzu D-Max (that was a huge hit with potential clients), and we are excited to have some real fun builds coming up that include the venerable Troop Carrier, and the increasingly popular Chevrolet Silverado!

Speaking of exciting, the long-awaited 300 Series cruiser is also in the works, so keep an eye out on our socials for the first Rambler 300 – it will be something special.

Here at Rambler we just love working with the industries best brands, who in turn are embracing what we are doing, and we'd love to share that experience with you. I invite you to come and talk to our team today about your dream Rambler build, you won't be disappointed!

**Kris Humphrys**  
Director



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*Rambler Vehicles and its products are not in any way associated or connected with, nor endorsed by Toyota. The aftermarket parts and accessories used in Rambler vehicles are not Toyota genuine parts.*



# ABOUT US



**WITH MORE THAN 50 YEARS OF COMBINED  
EXPERIENCE IN THE 4WD, OFF-ROAD AND  
OUTDOORS INDUSTRY, THE RAMBLER  
VEHICLES TEAM HAVE PRETTY MUCH SEEN,  
AND DONE IT ALL.**





**T**he highs and lows, the wins and losses and 50 plus years of lessons in what does and doesn't work have culminated in what we reckon are the very best touring vehicles roaming the face of our planet – Rambler Vehicles!

But that's just one side of the coin. You can't have an intimate understanding of how it all works in the real world if you're not a dyed-in-the-wool off-roader and traveller in your own right, and each member of the Rambler Vehicles team is indeed, a genuine and incredible experienced 4WDer.

Director Kris Humphrys has been in the off-road game on both sides of the fence for most of his adult life. As the Director of several 4wd Accessory Retail Stores around Queensland's south east for more than a decade, Kris has not only a wealth of experience, but also a real passion for customer satisfaction.

"Seeing a Rambler Vehicle come together, it's almost like raising a child" Kris told us. He went on to say, "you put your heart and soul into each build, from the start when they roll into the workshop as a cleanskin, till they roll out into the care of the customer as a fully grown, muscle bound beast ready to take on the world. It's incredible rewarding!"

On the other side of the metaphorical fence, Kris is also a passionate 4WDer and tourer. When he isn't buzzing around Rambler Vehicles HQ, Kris can usually be found travelling and experiencing everything the outback has to offer in his Rambler Vehicles 200 Series dual cab. Kris' favourite destination? "I can't go past Lawn Hill National Park in north west Queensland, it has it all!" Kris told us.

Born and raised in Queensland's Mt Isa, Brad Russell is another of the Directors of Rambler Vehicles, and just like Kris, he has spent the majority of his career in the off-road industry, with the last 15 of those years as a business owner. Brad's shared vision with his good mate Kris is to offer the best off-road and touring vehicles money can buy. Cut no corners, leave no detail unattended to. It's how Brad has built a successful business, and it's how the team build such incredible vehicles.

Like Kris, Brad is no stranger to touring with countless kilometres logged in outback Queensland, NSW, South Australia and the Northern Territory. However, when the well-deserved holidays roll around, you are more than likely to find Brad rolling down the eastern beach on beautiful Moreton Island in his dual cab 70 Series Land Cruiser.

Brisbane boy Darren Urda has spent more than 10 years working in the 4WD industry in a variety of roles, but these days you'll find him heading up the Customer Experience team for Rambler Vehicles, and he couldn't be happier.

"I just love guiding our clients through the process of building the off-road vehicle of their dreams" said Darren. "With what are basically unlimited options, I understand it can be a little overwhelming for a client, but the all the knowledge we can draw from in our team, we can help the client make decisions based on real-world experience. Seeing their reaction at hand-over time, it never gets old".

Just like the rest of the crew, Darren loves exploring the outback and sees real beauty in the lesser-known parts of the country. One of Darren's favourite destinations in the outback mining town of Lightning Ridge in NSW, a place that still has a real "frontier town" feeling to it. Forget the horse and cart of frontier times though, Darren does his travelling in style, aboard a plush 200 Series wagon.

It's hard to describe just how much goes into each and every Rambler Vehicles build, but one person who knows better than most is our talented Procurement and Logistics manager, Shai Smith.

Shai is no different to the rest of the Rambler team, she eats, sleeps and breathes 4WDs, and has worked with the boys for over a decade in various TJM Megastores around Queensland. Over the years Shai has developed a real talent for organisation, forward thinking and having worked with the team for so long, she is more often than not, one step ahead of the team when it comes to knowing what is needed for a Rambler Vehicles build. Literally hundreds of items go into each vehicle, and Shai knows them all – intimately!

But she's isn't just a desk jockey, Shai loves nothing more than hopping aboard her Nissan Navara and heading off on a road trip, especially if it involves going north into the tropics!

Of course it takes more than just a team of four to run an operation like Rambler Vehicles, especially when the standards that you set for every aspect of the business are so high. That's where our team of fitters come in. Each and every member of the team out the back who put the Rambler Vehicles together are among the very best in the business. Each one is hand-picked by Kris and Brad and are tradesmen with an eye for detail and a passion for excellence. They genuinely love what they do, and have many, many years of experience doing it. We like to think that they are the cream of the crop of the 4x4 industry, and if you're not convinced, then just take a look at some of their work!

The passion that goes into each and every aspect of a Rambler Vehicles build is not just a happy accident. Every aspect of the business is approached with a common goal and a laser-like focus – just do it perfectly. It is what sets Rambler Vehicles apart from any other builder, and it is a standard that we are incredibly proud of. Our promise to you is that we will deliver the best 4WD, built to the highest standards. We will deliver industry-best customer service, both before and after the build. We will stand behind every aspect and every component that goes into our vehicles. You will be getting the best – full stop. Put us to the test, we welcome the challenge.



# Superior

OUTBACK TOURER

## TOYOTA LANDCRUISER VDJ79 SERIES DUAL CAB & SINGLE CAB

### TRACK CORRECTED LEAF SPRUNG OR COIL CONVERTED GVM UPGRADE KITS:

- 2" - 5" LIFT HEIGHT
- 3,850KG - 4,200KG GVM
- 33-37" TYRES



## AFTER THE ULTIMATE 79 SERIES LANDCRUISER?

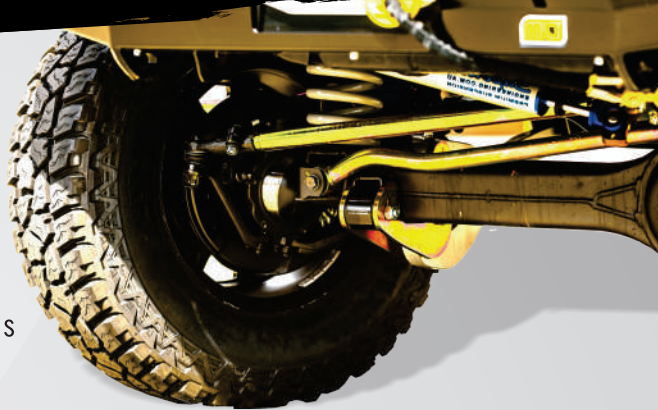


### Why do I need a Superior OUTBACK TOURER Kit?

Superior Engineering Outback Tourer Kits are the ultimate legal touring suspension upgrade for your 79 Series Toyota Landcruiser, with 2 Inch to 5 Inch Lift Options, GVM increases ranging from 3,850-4,200kg & allowable Tyres sizes right up to 37 Inches, all built around our Australian Made Track Corrected Diamond Diff Housing. Superior Engineering only use the highest quality components and materials in our Outback Tourer Kits with a heavy focus on strength and safety, so you know you are getting a premium product. With three different Radius Arm options to choose from, & Superior Engineering's 2.0" or 2.5" bore shocks, you can feel confident that you have the **Biggest, Toughest and most Capable 79 Series in Australia!**

### Why Upgrade to a Coil Conversion?

While leaf springs have always been known as an economical suspension setup for carrying load, they are far from optimal when it comes to ride quality and offroad performance. A Coil Conversion will transform your 4wding capability as your suspension is greatly enhanced with more overall wheel travel, added traction and a smoother, more controlled ride both on and offroad. Coil Springs are readily available with heights and rates to suit all applications whether you're a heavy tourer, or a 4wd carrying no weight.



## FEATURES

- Australian Made for Australian Conditions
- 100% Legal and Federally Approved Australia Wide
- Full 2" - 5" Suspension Lift Options
- Up to and including 37" tyres
- GVM increases up to 4200KG
- Leaf Sprung, Bolt-in and Weld-in Coil Conversion Options
- Track Corrected Chromoly Diamond Diff Housing Included
- Kits Supplied with all the required parts - No Hidden Costs or Extras



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# WHAT WE DO



## SO WHAT IS THE WHOLE RAMBLER THING ALL ABOUT?

**C**hances are that if you are reading this, you have heard of the name Rambler Vehicles, and that is not surprising. After all, Rambler really are redefining the whole new 4x4 ownership experience! But exactly what do we do? Are we custom builders? Are we component manufacturers? Are we new vehicle brokers? Are we aftermarket specialists? Or are we 4WDers with decades of real-world off-road experience? The simple answer is yes! We are all of those things, rolled into one.

Rambler Vehicles are the quintessential “one stop shop”, and sure, it’s a well-worn cliché, but it really does sum up the whole experience. Our team of experts at Rambler

Vehicles will sit down with you and work out exactly what your needs are, and take care of the rest. From sourcing the vehicle, to making the required modifications, ensuring it is all 100% legal, and delivering you the 4x4 of your dreams. Oh, and it’s all backed with a nationwide warranty and service network, so you are never far from a Rambler Vehicles certified service centre.

So if you have been dreaming of a new 4WD that is built to suit your individual requirements, whatever they may be, take the time to book a consultation with a team member from Rambler Vehicles, and let us take the hassle out of buying and building your unique dream machine.

**VISIT OUR  
WEBSITE TODAY**



**“ Let us take the hassle out of buying and building your unique dream machine**



# PLATFORM PERFECTION



## CHOOSING THE RIGHT VEHICLE TO BASE YOUR RAMBLER BUILD ON IS CRUCIAL!

**M**ake no mistake about it, the single toughest choice you will be faced with is also the one that will determine how your entire Rambler ownership experience pans out. It is of course, choosing the correct platform upon which to base your build.

Chances are the vehicle choice is already mapped out well in advance of ever speaking to a Rambler Vehicles consultant, but be aware, sometimes the vision in your mind doesn't always stack up in reality! It all comes down to one simple thing in the end; what is it you are planning to do with the vehicle? Is it towing on sealed roads? Perhaps challenging low-range 4x4 tracks are your thing? Or are you planning to head off-grid for weeks at a time? Choosing a

platform that is fit-for-purpose is key, and our team have all the experience to ensure that you make the right decisions.

Another key factor that often comes up when selecting the right vehicle is the off-roaders old arch enemy – weight. Will your rig need a GVM upgrade? Can it carry the load? Can it tow your trailer/boat/caravan? Can the model you've chosen even be upgraded? These are all important factors that we will discuss with you at your initial consultation to ensure the right outcome.

There are plenty of myths and misconceptions out there too. A great example is Toyota's workhorse, the popular 70 Series Land Cruiser. The 70 makes a terrific platform for almost every aspect of off-road work you care to name, but it's real





Achilles heel is towing larger loads. Looking to tow something approaching 3 tonnes or more? If so, the 70 Series is probably not the vehicle for you! It may come as a surprise to read that, but that is what decades of experience has taught us.

We strongly suggest a consultation with our team of experts before settling in on a purchasing decision for your platform for a Rambler Vehicles build. Our team will delve deep into what you want from a 4x4, and help you make the right choice.

The 200 Series conversion has been popular, and the 300 Series will be no different!



The popular 70 Series is a great old truck, but may not be the best choice for heavy towing



Modern dual cab utes are a terrific platform for a lot of applications



Big American utes have got plenty of grunt where it counts and often make a great tow rig





# Introducing THE 300 SERIES RAMBLER

## AS SEEN IN 4X4 AUSTRALIA



### FIRST LOOK AT RAMBLER VEHICLES' TOYOTA LANDCRUISER 300 SERIES RAMBLER'S CHOPPED AND STRETCHED 300 SERIES IS TAKING SHAPE

**L**andCruiser 300 Series vehicles might be thin on the ground at Toyota showrooms due to supply shortages and long waiting lists, but that hasn't stopped the proactive aftermarket from stepping up to produce touring Cruisers that adventurous Aussies want ASAP.

Queensland's Rambler Vehicles already has a pair of 300s cut up and in the process of chassis extensions to fill customer requests, and these fresh renderings show what the customers' new rigs will look like.

"Rambler Vehicles is getting a huge number of enquiries on the new 300 Series Cruiser, but everyone is asking what it is going to look like," Rambler's Kris Humphrys told 4X4 Australia. "So we teamed up with The Render Garage to develop accurate images of what the vehicles will look like."

As with most of Rambler's existing chassis chops and stretches, they teamed up with ASG 4x4 to get the cutters and welder out

for the serious metal work. ASG has SSM (Second Stage Manufacturer) approvals for such conversions and you might have seen some of Rambler's previously converted vehicles in 4X4 Australia magazine in recent years.

"ASG 4x4 had been working on the engineering for over a year before the release (of the 300) to ensure they were ready to go," said Kris. "They currently have two 300s being converted, but there is still engineering to be done and SSM approvals, etc."

Looking at the renderings, the red 300 has a 350mm chassis extension, while the white 300 has a 650mm stretch.

"Once the basic model was right we had to look to the market for who had released accessories," explained Kris. "For the 350mm, we used an artist's impression of what we think the TJM Venturer bar will look like on the car and modelled the suspension on Superior Engineering's three-inch lift and

35-inch tyres on Method Race Wheels."

For the white car with the longer chassis they have rendered it with a TJM T13 Outback bar, side rails and steps recently released specifically to suit the 650mm extension. It gets a two-inch TJM suspension kit and rolls on 33-inch tyres.

Both 300s feature trays and rear bodies from Spinifex Manufacturing, with a Mini-body on the white car and a Midi-body on the red one. Both rigs feature Lightforce HTX lighting and TJM winches.

Once LandCruiser 300s become more readily available we reckon you'll be seeing modified versions just like these touring all over the country. Thanks to the forward thinking of Rambler Vehicles, ASG 4x4 and TJM, the engineering and development will be ready for those wanting them.

Kris says he is taking orders for them now and planning to have them out to customers and on the tracks in the last quarter of 2022.





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Get to know...

# RICKO'S A RAMBLIN' MAN!







AS SEEN ON

**7mate**

## RICK "RICKO" OBRIEN IS NOT JUST THE HOST OF A POPULAR TV PROGRAM, HE IS ALSO A PROUD RAMBLER VEHICLES BRAND AMBASSADOR!

Here at Rambler Vehicles, we have been great mates with Rick "Ricko" O'Brien for a long, long time. In fact, the sweet Rambler dressed up so sweetly in blue is not even the first vehicle we have built for him! You see Ricko has been in and around the 4WD scene and industry for quite some time.

Going back almost two decades now, Ricko was working in the off-road aftermarket industry before he moved into the publishing world as a magazine journo, photographer, production editor, and even an editor in chief! This morphed into DVD production and presenting, and eventually Ricko began an off-road TV show, The Offroad Adventure Show. The Offroad Adventure Show is still going strong on Channel Ten to this day, but after 6 seasons of heading up the show as co-Executive Producer and host, he moved on to a new project, a brand-new TV show called Australia ReDiscovered with Ricko.

"After six seasons of the show, I felt it was time for a change" Ricko told us. He went on to say, "One of the things that has interested me for a long time is early Australian history – the stories are almost always so interesting and entertaining, and I really wanted to combine the passion I have for travelling and exploring Australia with the stories that have captivated me for so long, and thus, Australia

ReDiscovered was born!"

Ricko explained how his association with Rambler Vehicles came to be. "I have known Kris and the team for a long time, as I have been in and around the industry for almost as long as these boys have. With my background in magazine and content creation, Kris reached out to chat about doing some stuff for Rambler Vehicles, and I cheekily suggested that it would be a lot easier to create content if he were to provide me with one! It just so happened that we were in the latter stages of preparing pre-production for the second season of Australia ReDiscovered, and having a Rambler-built vehicle as the real star of the show just made sense. The rest as they say, is history!"

Season two of Australia ReDiscovered with Ricko kicks off on 7mate from August 6th, and there you will see "Rambo the Rambler" front and centre in every episode as Ricko travels the country sharing some of his favourite Australian stories from our past!

**“**

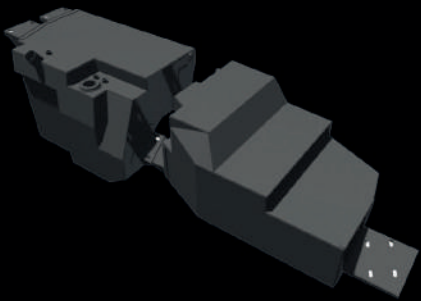
**One of the things that has interested me for a long time is early Australian history!**



# **BROWN DAVIS**



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**AUXILIARY TANK OPTIONS TO SUIT  
TOYOTA LANDCRUISER 79 SERIES**

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## HERE'S HOW IT ALL WORKS

Let's be honest here, committing to a purchase such as a Rambler Vehicle that is tailored specifically for you and your needs is no small thing! However, we have made

it as simple as possible for you, and don't forget, our experienced team are here for you through every step of every stage of the process! Here is how it breaks down.

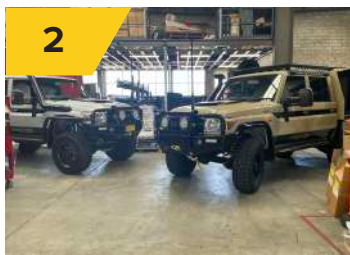
1



### PICK YOUR PLATFORM

Step one is the big one – what vehicle are you going to use to create your Rambler? While Toyotas are the most popular vehicle we build, they are by no means the only option! We can source any make and any model on your behalf, and we'll take care of all the logistics including transporting it to Rambler HQ, registration – the lot!

2



### DESIGN YOUR BUILD

This is the fun part of the process, where we sit down and talk about how you are planning to use your Rambler, and help you make all the right choices for the build. We separate the "must-haves" and the "wants", which may not always be what you think they are. That is where our experience will ensure that the vehicle is totally built-for-purpose, and you're not wasting money on things you really don't need. We'll work together with you to ensure that the build is practical, and at a price that is reasonable.

3



### MOVE TO PURCHASE

Once we have taken care of the decision-making process of the vehicle itself, the equipment that will be supplied and expertly fitted, it's time to move to the order stage. Once again, our team take care of it all. We source and have the vehicle delivered, organise all of the aftermarket equipment to be delivered and expertly fitted. We provide clear timelines for all aspects of the build – from when we expect the vehicle to arrive, to workshop booking times, and final delivery to you. Please note that we require a 10% initial deposit to order the vehicle, with a further 50% payable once the vehicle arrives at the dealership. The balance is payable 72 hours prior to final delivery.

4



### THE BUILD

Now things go up a gear or two! At this stage we will review the build specification with you and confirm timeframes – this is your last chance to make any changes! Our team take great care in protecting your vehicle throughout the build process, we treat it as if it were our own! You can expect plenty of communication throughout this stage to ensure you are up to date, and we'll also include plenty of progress pics along the way.

Our team of professional tradesmen will put the vehicle through a rigorous Quality Assurance process, ensure it is professionally detailed throughout and only then is your new Rambler Vehicle ready to take you and your family on adventure after adventure!

5



### HANDOVER

At the end of the build process our team will walk you through every aspect of the build with clear and easy to understand instructions on what has been utilised, and how you operate it all. If we need to ship the vehicle to you, we can arrange to complete the handover via Facetime, Skype, Zoom etc.

## LEARN MORE

Head to [ramblervehicles.com.au/how-the-process-works/](https://ramblervehicles.com.au/how-the-process-works/) for more info on our process, as well as answers to plenty of frequently asked questions.



# 200

# REASONS WHY

**THE RAMBLER  
200 DUAL CAB  
IS PACKED WITH  
WAY MORE THAN  
200 REASONS  
WHY IT IS THE  
ULTIMATE  
TOURING  
VEHICLE FOR  
AUSTRALIA.**











**S**ergio Larousa is not the sort of bloke who likes to compromise. One glance at his Ramblar Vehicles 200 Series dual cab should tell you that! No, it's pretty obvious that Sergio does not like to do things by halves!

Sergio, as you can imagine, did a lot of research before settling on the Ramblar Vehicles team to build his incredible rig you see before you here, and when you are parting with vast sums of cash, it makes sense to do your homework. Sergio tells us he was won over and had total confidence in Kris and the team straight after their initial meeting.

"Kris set my mind at ease right off the bat. He obviously has a great deal of experience and has spent lots of time on both sides of the fence as both an off-road touring enthusiast, and as a builder – he knows what works and he doesn't cut corners" Sergio told us. As a panel beater and vehicle repairer who has been in the game for a long time, Sergio doesn't like to cut corners either, so he appreciated the Ramblar Vehicles approach. "do it once, and do it properly" Sergio told us!

A detailed look at the Ramblar Vehicles 200 Series dual cab will tell you that the "do it once, do it properly" box has been well and truly ticked!



We asked Sergio about his favourite feature of the Ramblar Vehicles-built 200 Series dual cab conversion, and what advice he had for potential Ramblar buyers, here's what he had to say.

"I can't go past the canopy build and fitout, it literally ticks every box for us. The quality of the components used, and the build quality is simply amazing! I totally love it."

Sergio went on to say, "My advice is that if you are thinking about a Ramblar, don't hesitate, just do it! You will not be disappointed. I think I am an awkward and very picky customer, and the requests and changes I asked for a long the way were never a problem, Kris and the team were so great to deal with. The service before and after the purchase have been second-to-none, and I love the fact that I can pop into my local TJM store and they know what the Ramblar is all about, and they know Kris personally. It's like every TJM store is part of a nation-wide service centre for Ramblar Vehicles. Do it, you won't regret it!"



## EXTERIOR

Like all 200 Series Land Cruisers, this one started life as a wagon, but you'd never know it, the quality of the dual cab conversion is that good. The finished result of the conversion gives Sergio and his family the very best of both worlds – the space and comfort inside of a top-spec wagon, and the practicality and gear capacity of a full-sized dual cab ute – talk about having your cake and eating it too!

The conversion was a big one, literally, with a whopping 750mm chassis extension added to ensure that there would be room for everything when Sergio hits up his favourite off-road destination, Cape York Peninsula.

Of course you don't just head off up the cape without a few other essential mods, and top-notch barwork was right near the top of the list. Anyone who has spent time in remote regions of Australia will tell you about the suicidal skippys that are out to ruin your day, and up the Cape you also have wild brumbies, pigs and others out to get you! Ensuring that if the worst were to happen, the 200 Series would come out on top is a TJM T13 Outback bar, coupled with matching side rails and side steps, which were

lengthened to suit the chassis extension. The TJM gear is plenty tough enough to offer the ultimate in protection, and it looks great to go with it, another win/win! The Rambler Vehicles boys took things a step further by applying a protective Raptor coating to the sidesteps tread plates, ensuring that no matter where Sergio goes, they'll look great for years to come.

The aforementioned TJM bullbar is home to a reliable TJM 12,000lb winch, just for a little insurance when the tracks get a bit wild, and also calling the bar home is a set of Lightforce HTX driving lights as well as a pair of handy Lightforce 10in LED Lightbars for additional spread lighting on those dark Cape tracks.

Speaking of essential mods, particularly when you are talking about Cape York, is a snorkel. It is a must for the multitude of water crossings, and it also comes in handy in dusty conditions keeping the Legendex airbox fed with cold, clean air.

When the Rambler Vehicles team sat down to discuss the build with Sergio, they learned he planned to be towing in the future, so a set of awesome Clearview towing mirrors got the nod. The mirrors are a plug and play job that can be adjusted with the factory Toyota

switches, so it's another "no compromise" addition that Sergio loves.

Moving up top you will find a high-quality Rhino Rack backbone platform that has been modified to suit the dual-cab conversion and it is home to some pretty handy accessories. Another Lightforce LED Lightbar, this time a massive 40in single-row unit lives up front, with a couple of handy TJM work lights mounted to the sides. A driver's-side TJM pull-out awning was fitted, and on the opposite side a high-lift jack holder, shovel holder and a set of Maxtrax recovery boards were also fitted. Oh, the team also found space for a fold-down CelFi Go aerial bracket.

Of course all of the body work was finished off in that classy grey paint job, and the prestigious Rambler Vehicles livery was added, just to let you know that this rig means business!





## ON THE INSIDE

Stepping aboard the Rambler Vehicles built 200 Series dual cab, the first thing you'll notice is that beautiful driver's Recaro seat that has been trimmed in the matching "TRD style" of the rest of the vehicle, complete with the Rambler logo! Should Sergio ever decide to remove the Recaro, the Rambler team also retrimmed the factory seat so it wouldn't look out of place if it made its way back in. Talk about thinking ahead!

One of the big jobs that has to be undertaken when converting a wagon to a dual cab, is the removal of the interior – it all has to come out! So once the conversion was completed the Rambler team took advantage of the bare-bones interior and fitted a vast array of Dynamat insulation to the front and rear doors (double layered, no less) as well as the back wall. It really makes a noticeable difference to the noise levels inside, particularly on those endless cape corrugations!

Another addition that was made once everything was buttoned back up inside was to add a roof console from Department of the Interior. This is now home to the GME TX4500 UHF radio, as well as an additional speaker for the UHF, and a couple of double USB sockets. The standout feature here however, is the amazing Redarc Redvision screen! The Redarc Redvision is the "command module" for the extensive 12v upgrades and accessories, but more on that later.

Let's be honest here, no one enjoys a long day behind the wheel without some



tunes to keep you company, and Sergio has got this well and truly covered. A huge Alpine 9in multimedia head unit takes pride of place, front and centre in the dash of the 200, but it doesn't just take care of the tunes, it also does double duty taking care of the navigation as well, thanks to the inbuilt Hema Maps. But as we've come to expect from Sergio and Rambler Vehicles, it doesn't stop there. The massive head unit has been teamed up with an Alpine R-Spec amp, and a full complement of Alpine R-Spec speakers AND a Kicker powered sub! Let us tell you, Khe Sahn never sounded so good!

Other handy additions have been made in the way of a very handy Celfi Go unit that amplifies Sergio's mobile signal meaning he has more range out of his mobile phone.

A set of 3D floor mats that do a great job of capturing and containing the goop off Sergio's boots, and various switches and facias have been added to integrate into the 200's interior, keeping everything looking factory.

## UNDER THE BONNET

If you thought Phar Lap had a big heart, wait till you cop a gander under the bonnet of this beast! Let's face it, if you are going to add weight by way of additional accessories and storage, it just makes sense to offset that with a little additional power to keep things balanced. And who doesn't like a little more power?

Eagle eyed readers will immediately spot the huge, high-quality PRW alloy intercooler







with the additional SPAL thermos fans to draw in all the available air to keep the intake temps cool. The next obvious thing to be seen is the aftermarket airbox by the team at Legendex, which allows for a greater volume of air to be fed into the 4.5L twin turbo diesel V8. Other changes include a catch can and a secondary fuel filter – just as a little insurance policy against potential contaminated fuel on Sergio's travels.

To make the most of these changes the factory engine ECU has been remapped, and a more aggressive tune has been added to the factory automatic gearbox. A transmission cooler and lock-up torque converter switch were also added to ensure that no matter what the conditions, the 200 would be up to the task.

## THE CANOPY & 12V FITOUT

The heart of any touring vehicle build is usually in its 12v fitout and the canopy arrangement, and this Rambler build is among the most comprehensive we've ever seen! Are you ready?

Under the bonnet there is a dual battery combination of the standard start battery, and an Optima hybrid battery, and the charging duties are handled perfectly by a TJM IBS DC/DC management system. However out the back in the custom Spinifex Manufacturing canopy, is another battery, a massive 200Ah Korr Lithium unit that is managed by a Redarc "Manager 30", a 30 amp DC/DC charger and management system. The Manager 30 also has a handy built-in display giving Sergio all the vital info at a glance. The Manager 30 also controls the solar input from the 150w panel mounted to the roof of the canopy, meaning Sergio can go off-grid for days at a time without the stress of the fridges running out of power.

All of this battery power has been put to good use too, with multiple accessory sockets mounted throughout the vehicle, as

well as a couple of 50amp Anderson plugs, one up front, and one in the rear.

You may have noticed earlier we said fridges. Plural. Yep, the Rambler Vehicles team have fitted not one, but two fridges to the canopy of the 200 Series dual cab. An Engel on the driver's side is fitted up to a Clearview drop slide and can be set as a freezer, and on the opposite side is a handy and spacious upright fridge freezer, perfect for keeping the cans cold for the end of the day.

When it comes time to knock up a feed, Sergio has got it made thanks to a slide-out Dometic kitchen that comes with plenty of prep space, a couple of great-quality burners, a chopping board and even the kitchen sink, which is plumbed up to the on-board water tank. If further prep space is needed, the rear pull-out trundle drawer has a handy bench top built right in.

Of course there are storage drawers aplenty, and a custom made one on the driver's side for the on-board gas bottle. A great Bluetooth stereo has been fitted along with a couple of speakers for tunes around the camp, and there is even a Travel Buddy – perfect for getting a couple of pies or other treats ready for that important rest stop.

On the passenger's side of the Spinifex Manufacturing custom canopy is a Rhino Racks batwing awning that wraps around the back for plenty of shade, and accommodation is taken care of with a top-spec James Baroud Grand Raid XXL Evolution roof top tent – fair dinkum 5-star luxury all the way for Sergio! Of course there is also a near endless array of LED lights inside and out to make life after dark that little bit easier.

Moving to the outside of the Spinifex Manufacturing canopy you'll find a spare wheel and tyre, a jerry can and rear ladder. The whole shebang has been colour coded in that glorious Nardo Grey that looks a treat.

Powering the big 200 is the factory 4.5L twin turbo V8 with the few subtle mods we mentioned earlier, along with the tweaked auto transmission. The rear diff has come in for some heavy-duty bracing for a little added peace of mind – it's beefy!

Keeping the beast pointed in the right direction is a terrific suspension arrangement that has been put together with years of experience thanks to the real-world testing that Rambler Vehicle carry out each year. It starts with a set of amazing TJM Pace remote reservoir, adjustable shock absorbers that wouldn't look out of place in the Paris to Dakar Rally or Baja 1000! These are perfectly matched to a set of TJM coil springs with some airbags in the rear to lend a helping hand. Up front you'll find a pair of Superior Engineering alloy adjustable upper control arms that are as functional as they are sexy.

Making the most of the ride the suspension offers is a set of Toyo RT tyres measuring up at 33x12.5r18, mounted to a set of ROH Invader alloy wheels.

The spent gasses are taken care of by a DPF-back Legendex exhaust system that sounds great, and giving Sergio the range to go almost anywhere is a replacement long-range fuel tank from the experts at Brown Davis.



# YOUR 12V OPTIONS EXPLAINED

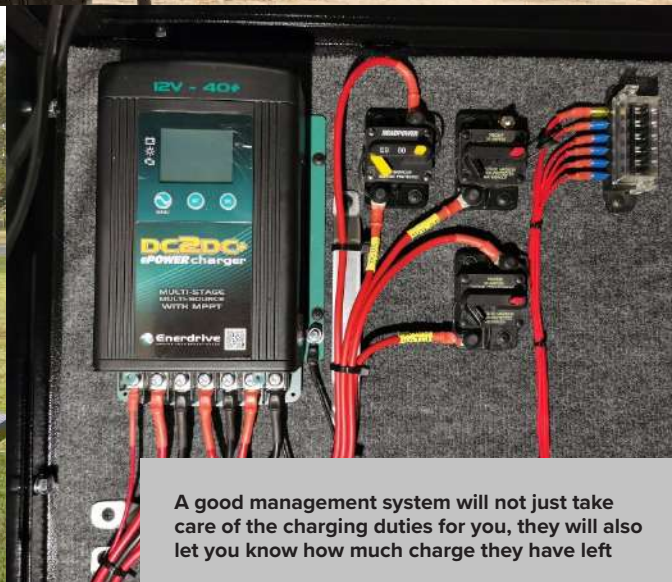
**THE 12V WORLD IS FULL OF GADGETS  
AND GIMMICKS. WE HELP EXPLAIN  
WHAT IT'S ALL ABOUT.**



Lithium batteries are light weight and powerful, perfect for 4WD applications



An inverter is a handy tool for those who like the comforts of home



A good management system will not just take care of the charging duties for you, they will also let you know how much charge they have left



**A**ny seasoned off-road tourer will tell you, the heart of any decent 4WD that has been designed to spend multiple days or even weeks off the grid is its 12v system. A great 12v system can make life off-road a pure joy, and equally, a poor system will be the bane of your existence! Make no mistake about it, when it comes to a properly sorted and designed 12v setup, experience in the workshop, and the real world makes all the difference.

If you are not familiar with the world of 12v, it can be very easy to get confused and caught up in the jargon, so in this article we break it down for you. We explain what common items are, along with the features and benefits, and useful ways they can be integrated into your build.

## BATTERIES

Like a lot of things in the off-road world, batteries come in all sorts of shapes and sizes, and feature different technologies claimed to do all manner of things. When it comes to batteries for Rambler builds, we tend to stick with gear that we have tested ourselves over long periods of time.

The batteries we use can be broken down into three main categories, start batteries, AGM Deep Cycle batteries, or Lithium Deep Cycle batteries. Let's look at these and their respective features and benefits.

### START BATTERIES

In most cases, this is the battery that you won't need to worry too much about from a modification point of view. This is the battery that is tasked with the more mundane aspects of running your 4x4 on a daily basis – starting the engine, running the basic 12v applications of your vehicle such as indicators, headlights etc. Unless you are experiencing issues with the starting battery, it can probably be left to its devices until its service life is up.

### DEEP CYCLE BATTERIES

Traditional deep cycle batteries have been around for a long time, and these are the batteries that are usually added by the aftermarket industry for running things that draw power over periods of time when the vehicle isn't running. Things like 12v fridges, camp lights and pie ovens all need a deep cycle battery to perform for days at a time while at camp. A dedicated dual battery management system will take care of the management of the battery array, and ensure that your start battery will always have sufficient charge to start the car again, as the power has been drawn from the secondary, deep cycle battery.

Typical deep cycle batteries feature what is called AGM or gel construction, which means they are not like the old-school lead acid units. This allows them to be mounted inside a vehicle, and often at different angles without fear of spilling or contamination. AGM deep cycle batteries are usually reliable, affordable and readily available at most auto parts stores if you need to replace it on the road. The downside is that they are also always quite bulky, and exceptionally heavy.

### LITHIUM DEEP CYCLE BATTERIES

The auxiliary battery world has come a long way over the last few years, and at the forefront of this is the development of Lithium batteries to suit 4WD applications. The main benefits of lithium batteries come in two factors, they are often housed in a smaller, slimmer package that offers a smaller physical footprint, but most importantly, they are considerably lighter than their AGM counterparts. However, as a famous physics guru once said, every action has an equal and opposite reaction, and in the case of lithium batteries, that opposite is the price when compared to typical old tech AGM batteries. Lithium will cost you dearly, but the benefits are great – more power in a smaller footprint, and a hefty weight saving to boot which can be critical in a fully kitted out 4WD.

## INVERTERS

One of the handiest items you can fit to your Rambler is an inverter, but what is it, and what does it do? Put simply, an inverter will take your 4WD's 12v power and convert it to 240v power. This means that you are able to run some (not all) 240v appliances from home. Things such as laptop chargers, camera chargers and smaller appliances like hair dryers and straighteners can be run from an appropriately sized inverter. In some of our builds we even run a 240v induction cooktop from the vehicle's 12v power via an inverter.

Inverters come in a range of sizes starting at around 150w, all the way through to the big boys at 3,000w! It's important to match the size of the inverter to the functions you wish to use it for, so be sure to discuss this in more detail with your Rambler Vehicles consultant.

## BATTERY MANAGEMENT SYSTEMS

Just like it is with batteries themselves, management systems come in a variety of forms from the very basic, to the incredibly advanced. Typically speaking, a lot of the build we do here at Rambler feature fairly elaborate 12v fit outs, and we have a great deal of experience with all management systems. We recommend going for a system that does all of the thinking for you. That means the system will know when to charge each battery, and for how long, without you having to switch anything on or off. Smart systems like these will often also come with a display of some description that will allow you to monitor the condition and state of charge at a glance, which is handy when camping off grid for prolonged periods.

A lot of higher-end management systems will also allow you to incorporate solar power into the system, which is a handy way to keep the batteries topped up when you are off grid for days at a time.

Our Rambler consultant will walk you through the options available which include high-quality, well-known brands such as Redarc, Enerdrive and Projecta.

## WANT TO KNOW MORE?

Simply talk to the team at Rambler Vehicles, they can walk you through the options and show you some of the setups they have installed in the demonstration fleet. Our team of experienced experts will ensure you get what you need, without paying overs for the gimmicks you don't need!



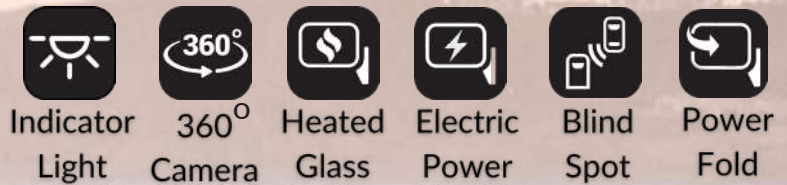
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\*Conditions Apply



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# LAMB, GARLIC & ROSEMARY ROLLS

See how to make these!  
Youtube video 



It is never more obvious that the team behind the design of the Rambler's options list are dyed-in-the-wool off-road tourers, than when you look at the kitchen and pantry items you can select for your Rambler build! Clearly these guys know what works out on the road!

Here is a recipe that utilises the Road Chef oven that Rambler Brand Ambassador Ricko specified in the pantry of his rig, Rambo the Rambler!



## INGREDIENTS

- 2 x Lamb Shanks
- 1 x Head of fresh Garlic
- 2x Fresh Rosemary sprigs
- Salt & Pepper
- Fresh Crusty Bread Rolls

## PANTRY ESSENTIALS

*Having a few essentials packed away in the pantry for your trips just makes sense, here are a few items we always have packed and ready for a cook up on the road.*

- Salt
- Pepper
- Spray Oil
- Clip-lock bags
- Oven Bags
- Granulated garlic
- Onion powder

## METHOD

*This is a slow cook, so get your prep done early in the day, around 10am if you want to be eating at around 6pm that evening.*

1. Set your Road Chef oven to around 90 degrees Celsius.
2. Take your lamb shanks and pop them into an oven bag. Give them a light spray with your oil, and liberally hit them with the salt and pepper grinders. Next, slice your full head of fresh garlic straight through the middle, and pop those into the bag along with the fresh sprigs of rosemary. Next up, seal up the oven bag and try to remove plenty of air and make the seal nice and low, close to the meat. The bag will inflate throughout the cook and may be tough to get back out of the oven if you leave too much air in it.
3. Now pop the bag into a silicon cake tray and slide it into the oven with the racks removed and hit the road!
4. After approximately 8 hours or so your lamb should be cooked to perfection, so break out the crusty bread rolls, shake the meat off the bone and make yourself the best lamb roll you've ever had on the road!

CHECK OUT  
THE VIDEO





# MAGIC MERLOT

**JUST LIKE A  
FINE WINE, THIS  
CRUISER HAS  
ONLY GOTTEN  
BETTER SINCE  
ROLLING OFF THE  
PRODUCTION  
LINE**

**U**sually, Pat Birmingham is a bloke who knows what he wants. He was happily running around in a 200 Series Land Cruiser and was planning to replace it with a newer model 200 with a GVM upgrade. However, a chance trip to the Rambler Vehicles changed everything!

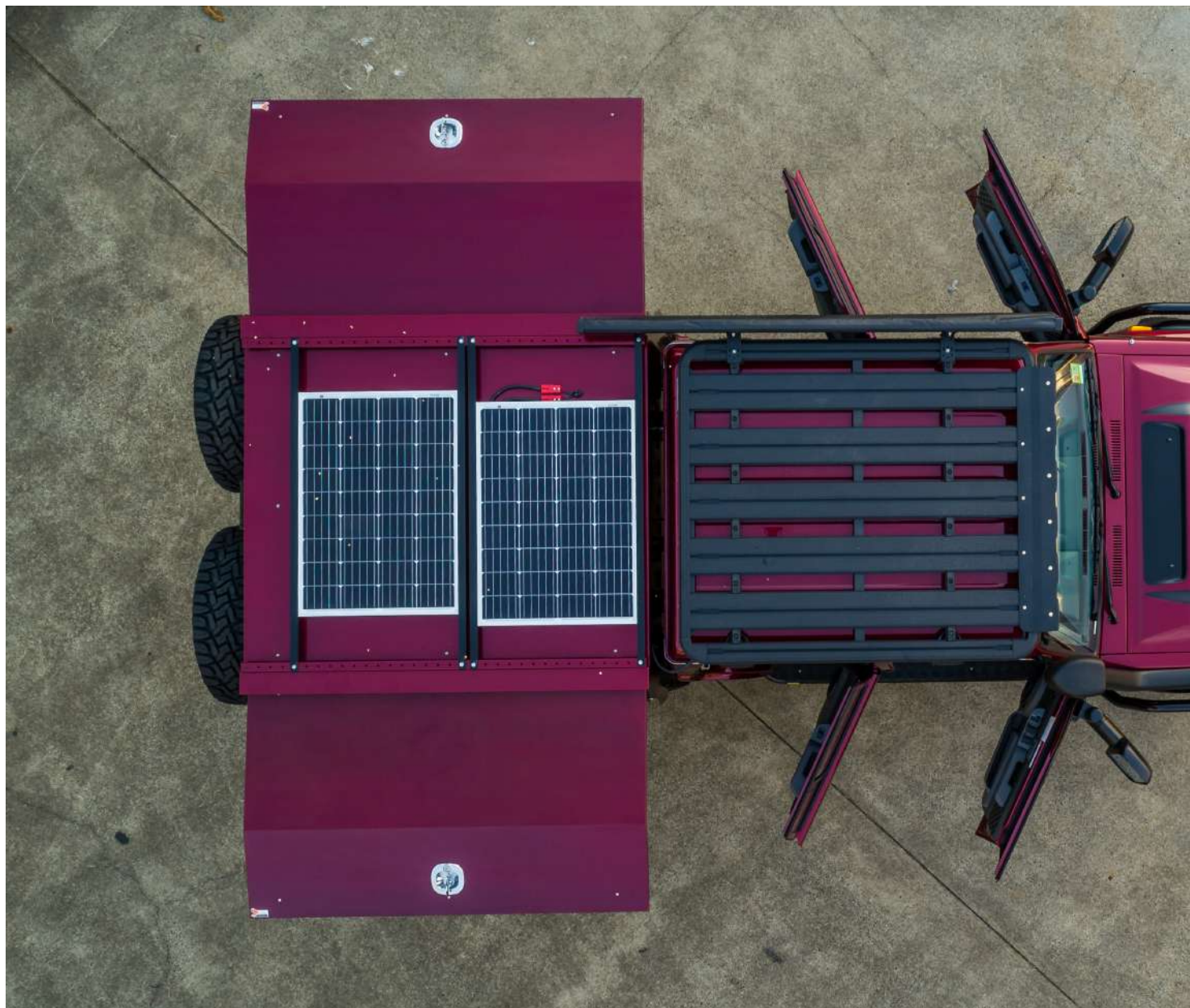
Upon arriving and chatting with the team about the new 200, he spied this stunning Merlot 70 Series that had copped the Rambler treatment, and at that moment, things changed. A quick drive was all it took, and Pat left in the 70 Series! Let's take a look at what makes this Merlot so magic.











## EXTERIOR

There can be no denying that even at a glance, that this is no ordinary Cruiser. From the stunning Merlot finish that extends to the custom Spinifex Manufacturing canopy that dominates the 70's exterior, to the vast array of Aussie-made Lightforce driving lights, this Rambler cuts an imposing figure!

It all starts up front with the TJM T13 Outback bar, an absolute must when you hit the tracks of rural and outback Queensland as often as Pat does, and an added insurance policy against suicide skippies coming in from the flanks is a set of matching TJM side rails and steps. The TJM Outback bar is more than just a barrier between Pat's Rambler and the local wildlife, it's also the perfect place for a few more critical components for remote touring. A pair of huge Lightforce HTX driving lights have pride of place front and centre, and they feature the best of both worlds when it comes to auxiliary lighting, a ring of LED lights for great spread, and a pair of HID globes for the

ultimate in long distance lighting. These are accompanied by a pair of ten-inch LED bars at each side that provide additional spread lighting, which is where you need it most once you get out of town.

Also calling the TJM steel bar home is the obligatory winch, which in this case is a TJM 12,000lb beast that is more than capable of releasing the 70 from even the deepest bog!

Rounding out the accessories fitted to the bar is the GME UHF aerial.

Moving back on the magic Merlot Rambler we come to the Rhino Rack that has been fitted to the roof, and like the bullbar, it does more than just provide a service. It is perfectly happy to take a load in the form of a swag or other such equipment, but it also does double-duty by providing the perfect place for yet more lighting. No less than six Lightforce LED Strikers adorn the front of the Rhino Rack. Let's be honest, the skippies, brumbies, goats, pigs and camels don't stand a chance!

Hanging off the passenger's side of the rack is the matching Rhino awning that allows Pat to provide shade at a moment's notice, just the ticket when you're out enjoying everything sunny QLD has to offer the adventurous off-roader come lunch time!





## THE CANOPY

It's pretty obvious that a standout feature on almost every Rambler Vehicles build has got to be the canopy and fitout that the team applies to it. What is less obvious is that the canopy is built locally by Spinifex Manufacturing, and they are pretty much exclusive to Rambler Vehicles. Rest assured that you won't find a better built, Australian made product anywhere in its category, they've been designed and built by touring off-roaders, for touring off-roaders! Oh, and best of all, you can have it fitted out to suit your own personal needs – no "one-size-fits-all" approach taken here!

Make no mistake about it, this colour-coded Merlot beauty is no exception to the rule, it has been specced out to make life on (and off) the road for weeks at a time as comfortable and as convenient as possible.

Heading inside the most striking feature is the huge 130L Bushman fridge/freezer that can store more tinnies than even Boonie could handle! It'll also swallow enough tucker

to last a family of four days and days. Directly under the fridge is a handy mini drawer from RVSS that doubles as a great spot to pack and unpack the fridge, giving you a place to put your gear as you go about your fridge business. On the driver's side you'll find another drawer, this time a generously sized RVSS premium unit that offers plenty of secure storage.

Tucked away out of harm's way is the heart of the 12v system that powers Pat's beast. A 150Ah slimline Lead Crystal battery provides the power, and it is managed effortlessly by the Enerdrive DC/DC Charger. Up on the roof a huge 300w solar panel system has been fitted and this allows Pat to keep the volts topped up when the campsite is too good to leave for a few days.

A Spinifex lighting system ensures that the canopy remains user-friendly both before, and after dark.

## “ THE OWNER SAYS...

We asked Pat about his ownership experience with the magic Merlot Rambler Vehicles 70 Series thus far.

“I've racked up just over 100,000km in the Rambler so far” Pat told us. He went on to say, “The old girl has been up the beaches of Moreton, across to Birdsville, even done the old Tele track and PDR up the Cape! The 70 absolutely loves it”.

We asked Pat to sum up his whole Rambler Vehicles

experience. “The thing I really love is the just the confidence that I have in the build. It is just rock solid, you know? I can jump in at a moment's notice and head pretty much where ever I like. The after-sales service has been first class, too. Nothing has been a problem for the boys. You can't ask for more than that”

We agree Pat, we agree!



## THE DRIVELINE

You'd be forgiven for thinking that one of the world's best-selling and most revered 4WD's of all time wouldn't need much attention paid to its driveline, but the guys at Rambler Vehicles are all about making the ownership experience a premium one, and as such, the little niggles are addressed as a part of the build-up, and the attention to detail really does make the difference.

Case in point – the odd difference in track width from front to back that every 70 Series Cruiser comes with from the factory. The Rambler Vehicles team know that by correcting this that the result is a safer and more predictable handling Land Cruiser.

The way the Rambler team have achieved this in Pat's 70 Series is by replacing the rear diff housing with a specially built unit from Dwiz that not only corrects the track to match the front, but it is also substantially stronger.

Keeping all of this in check and making for an even sweeter ride when the roads turn to corrugations and potholes is a full TJM Pace suspension setup. The pace gear gives Pat the option to adjust the rebound and compression damping to suit his needs, and the conditions at hand. At the same time, the rig was treated to a GVM upgrade that allows for 3,950kg. This is a must if you are going to run a rig with all the fruit, and do it safely and legally.

Putting the power from the big V8 to ground is a set of Toyos measuring up at a sensible 33x12.5r18, fitted up to quality 18in CSA alloys that complement the 70 Series perfectly.

A Torqit exhaust system gives the turbo diesel V8 the opportunity to breathe a little better, and take advantage of the custom Rambler Vehicles ECU remap. More power, more torque. It is never a bad thing in a 4WD, is it?

To ensure that Pat can make the most of a long day on the tracks without stressing about the fuel is a pair of long-range tanks from the team at Brown Davis, makers of the finest quality aftermarket fuel tanks. It's another example of fine Australian Made equipment being used simply because it is the best option available. It's a pretty handy addition too, because Pat loves nothing more than hooking up his big 21ft Jayco Silverline and disappearing for a couple of weeks whenever the schedule allows it.

Speaking of towing, a Hayman Reece X Bar towbar assembly was chosen for its ease of fitment, suitability to the task, and the handy built-in recovery points are the icing on the cake. Keeping the big 21ft in check and under control is an electronic brake controller from the guys at Redarc – yet another great Australian company who are based out of South Australia.



## INTERIOR

There are those who have labelled the 70 Series interior as "sparse" and "agricultural", but a look inside the Pat's 70 after copping the Rambler Vehicles magic touch just might make the nay-sayers change their tune, because these days it is a wonderful place to while away the hours.

Opening the door, you are immediately struck by the quality of the re-upholstery job – someone has really put the old Singer sewing machine to work here, and it looks a treat! The seats and door cards have copped the matchy matchy treatment, and it just lifts the whole interior – a total transformation that feels as good as it looks. Flash Napa Leather will do that, huh?

Another transformation has taken place that is not so obvious, and that is under the carpets, behind the door cards and behind the hood lining. High quality sound deadening material has been applied to the floors, inside the doors, the roof and the rear wall of the cab and it really does make such a difference to the whole driving experience. The result is a cabin that is a whole lot quieter, and a lot less fatiguing to drive long distances. It's just another example of the "cut no corners" approach the Rambler Vehicles team takes when they build a rig.

Cruiser Consoles have provided the speaker pods for the doors, as well as the centre console, and they are great looking, practical, and they play a huge role in bringing the interior into the 21st century. Speaking of modern times, a full Alpine stereo system has replaced the factory offering, with speakers fitted to all four doors, and a terrific head unit with Apple Car play adding to the 21st century feel of the whole interior. Rounding out the modern touches is the fitment of a top-of-the-line GME 80







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# WHY YOU SHOULD CONSIDER A 4X4 SPECIALIST INSURANCE BRAND

**Insurance is a consumer purchase that is driven by a need for protection. In fact, despite what many think about insurance, it's one of those things that can either make or break you financially if you don't get it right.**



**O**ur vehicles are the second most valuable assets we will own in our lifetime. But for people like us, calling our 4X4 an asset is doing it an injustice. We love them, we modify them to suit a purpose (more than once sometimes!), we take care of them, and we use them damned well for their purpose. Your 4X4 is an extension of your identity.

It's interesting observing how people shop for 4X4 insurance. I often see comments with people comparing Club 4X4 to a garden-variety insurance product – at times citing a lower premium, which is fine. Premium is important – the money you save on an insurance policy could see you get a tank of fuel, a new accessory or a whole lot more. But will that premium difference matter as much when the rubber hits the road and you need support?

Not dissimilar to when you choose someone like Rambler to modify your 4X4 or buy the latest accessory, you go through a process. You check the product or service, try to get a look at it, read reviews, check social pages, ask mates etcetera, right? You don't just go for the cheapest one!

So why is it that when it comes to the product that is going to protect your 4X4, (or camper trailer or slide-on camper), so many people seem to be so focused on price and price alone?

Our insurance product is pretty unique in the market in many ways. Here's a few questions to ponder...

## 1. How much value do you put on the brand and the people who work in it truly, authentically understanding you as a four-wheel-driver?

Think about this. Does the team that represents the brand truly live your lifestyle? What do they do on the weekend? Are they involved in your passion? Do they advocate for your lifestyle and work to educate internally and externally in a way that works towards making a difference to you?

## 2. If they don't really understand you, will they really come through as you would expect at claim time?

When you need support, will they treat the repair of your 4X4 the way you expect them to? Will they know where you are at your time of need? Are they going to understand exactly what you need at that moment?



Reading and understanding your PDS, then making the right decision for your needs is a minimum, and premium should absolutely come into the equation.

But when your vehicle forms part of your lifestyle, should you consider the attributes of the team behind the business as much as the product itself?

We have confidence that you will be as happy with your insurance as you are with your Rambler Vehicle.

**Kalen Ziflian**  
General Manager



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200 SERIES DUAL CAB BY RAMBLER  
VEHICLES CAN DO BOTH WITH EASE!**

**W**hen Karen and Darron decided it was time to take the foot off the pedal that was work and start to bring a little more balance into their lives, making memories was high on the agenda. They have worked hard all of their lives and figured they had earned a bit more play time. Of course if you're going to play you need toys, and the Rambler Vehicles 200 Series

Dual Cab is one hell of a plaything!

Karen told us, "we love that the Rambler isn't just another cookie-cutter build. The team took the time to listen to what we wanted, and they delivered exactly that! It's time for us to hit up as many beaches as we can and make those memories!"

Let's take a closer look at what makes this memory maker so special.











## EXTERIOR

Even at just a glance, you know that this Rambler Vehicles 200 Series dual cab finished in stunning Graphite is special. Really special. It starts with the obvious – the dual cab conversion. What the Rambler team does is take a supremely comfortable off-road vehicle in a 200 Series wagon, and lop the back off to make it a far more functional vehicle for travelling to remote regions in comfort. While the conversion was taking place, Kris and his team also took the opportunity to add a further 350mm to the chassis (which is all legal and nationally certified) so that when it came time to fit the custom-built Spinifex Manufacturing canopy body, they could squeeze a much bigger canopy on to the chassis safely. With a build of this magnitude, it really does pay to think ahead!

With a lot of the touring planned to take in places like Fraser Island and the like, the choice was made to bypass the bigger style of bullbar up front, and instead a classy TJM Venture bar was colour-coded and fitted. We reckon it complements the lines of the 200 Series perfectly! TJM Side steps are as tough as they come, so they got the nod, and the Rambler team also modified them by

lengthening them to suit the new body shape.

Should the need for recovery ever arise, a TJM 12,000lb winch has been installed up front, along with the subtle yet effective Lightforce LED driving light, tucked away neatly under the small hoop on the Venture bar.

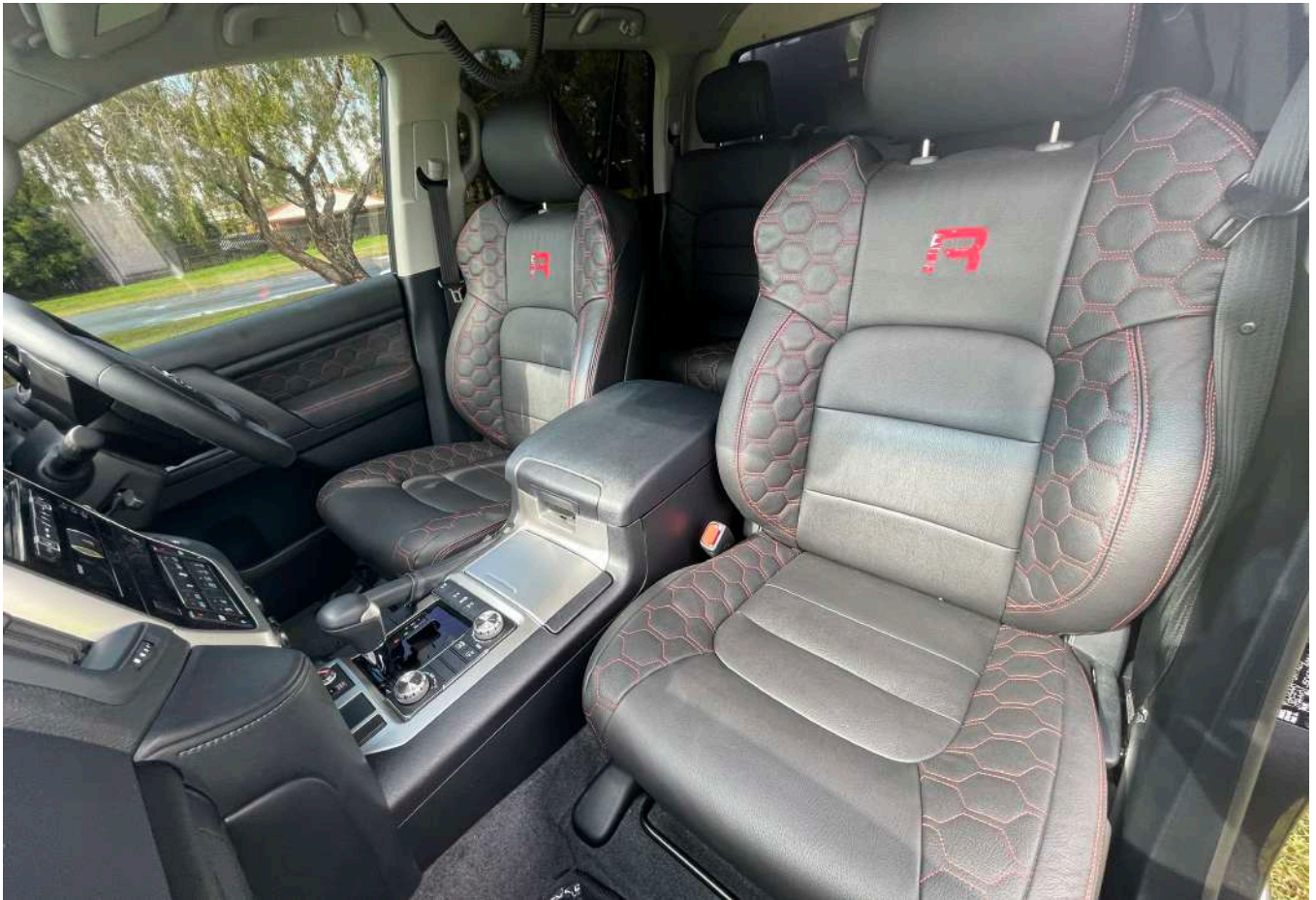
Moving up to the roof you'll find a Rhino Rack platform that houses yet more handy additional gear such as the folding aerial mount for the built-in CelFi Go unit, a pair of Maxtrax and a long-handled shovel. There is also a solar panel mounted up top to help keep the batteries topped up on the extended beach stays.

Those with an eye for detail will have also spotted the great-looking and highly functional Legendex stainless snorkel, along with the almost obligatory Clearview power fold mirrors.

The icing on the cake is the stunning Graphite paintwork that has been given the Quartz Paint Protection treatment, and a set of always classy Rambler Vehicles decals, that the customer modified to suit their own tastes.







## REAR BODY & 12V

It's fair to say that the typical Rambler Vehicles client is pretty discerning, and with that being the case, it comes as no surprise that this Rambler dual cab has been fitted up with a quality Spinifex Manufacturing custom canopy. As with every aspect of a Rambler build, the canopy is custom built to suit the client's exact requirements, and Gaz and Kaz are over the moon with the result.

On the driver's side is where you will find plenty of room for storage, along with an RV Storage Solutions storage drawer. There is ample room for fold-up chairs, tools and almost anything else you might want to take away with you for an extended trip. The passenger's side is where the good stuff lives!

Up front the is a cavernous 130L Bushman upright fridge/freezer that would swallow enough tucker and tinnies to feed a footy team! Moving right along you'll spy the heart of the canopy, the Spinifex Manufacturing "Explorer 1 Power System". Hand assembled right here in Australia, the Spinifex Explorer 1 features the solar management system, the battery management system and inverter, plus more outlets than you could point a stick at! It takes care of the lot. There is also a Spinifex LED lighting system that features a choice of either bright white or a clever orange hue that doesn't attract as many creepy crawlies after dark.

The star of the show, and Karen's favourite part of the 200 Series is the awesome slide-out pantry and kitchen! It means that no matter how late the family gets into camp,

a feed can be on the go in no time, with a minimum of fuss. The clever slide-out drawer under the upright fridge also doubles as a handy prep space – the Rambler Vehicles team really have thought of everything.

Underneath the Spinifex canopy you find a massive 70L water tank and pump that has been plumbed to the rear of the vehicle for easy access. While we're down there, there is also a pair of handy lockable tool boxes, a rear utility hatch and a pair of upgraded LED tail lights.

Access to the top of the canopy is simple thanks to the rear-mounted ladder, and once you're up there you'll find another Rhino Rack platform, and a huge 270-degree Bush Company 270XT awning.

Finishing off the canopy are a swag of handy LED camp/work lights that make life around camp a little more manageable after the sun has called it a day.

## THE INTERIOR

If you're anything like us, you don't mind the odd big day behind the wheel, putting as many kilometres between you and the big smoke as possible. Gaz and Kaz have a themselves a cracking place to rack up those kilometres, too!

The standard 200 Series seats are good, but with the Rambler Vehicles treatment, they are now great! They have copped the "TRD" treatment, which includes building up the bolsters for more support, and for a touch of class, they've been topped off in beautiful nappa leather with red stitching.

Keeping the road noise outside where it belongs a full complement of Dynamat insulation, and 3D floor mats make for an easy clean up at the end of the trip.

There are plenty of other added goodies too, like the Department of the Interior roof console that houses the GME TX4500S UHF





Radio, along with a few additional power outlets. Another addition that is slightly less subtle is the huge Alpine multi-media head unit that measures a whopping 9in, and it married up to a set of Alpine R Spec speaker, sub and amplifier – perfect to drown out what little road noise may be left in the cabin of the 200 Series Dual Cab!

The finishing touches include a rear-view mirror reversing camera that can also be switched to a camera mounted to the rear of the caravan, and a Telstra CelFi Go mobile signal booster has been placed neatly behind the rear seats. Oh, and to keep the inside comfortable on even the hottest days, quality ceramic window tint has been installed throughout.

## DRIVELINE

One of the big drawbacks of the mighty Toyota Land Cruiser 200 Series is the fact that it comes with an incredible engine – the much lusted after 4.5L twin turbo diesel V8 that is a cracking motor for towing and cruising in comfort. However, the Rambler Vehicles team firmly believe that the only thing better than loads of torque and power, is even more torque and more power! To set things right the team used their tried and true method that has been applied to countless builds over the years. It starts with a huge



intercooler upgrade to a very impressive looking PWR alloy unit, with a pair of huge SPAL thermos fans to draw as much cool air through the system as possible. The result is that the V8 can be re-tuned to deliver more fuel and run more boost, while maintaining lower exhaust gas temperatures for added reliability. Yep, it's a bit of a "have your cake and eat it too" scenario.

The Legendex snorkel we mentioned earlier in this yarn isn't just for show, it does a stellar job of providing cold, clean air to the Legendex air box under the bonnet, again, allowing for more cold, dense air to be delivered. Legendex were called on once more, this time to provide a sweet-

sounding turbo-back exhaust system. The finishing touches to the power-up is a full re-tune of both the engine and transmission ECU's, done of course, on the dyno to maximise the power and efficiency. And speaking of the transmission, an upgraded transmission cooler has been fitted as an added insurance policy. Keeping it all safe and sound from stray rocks and road debris is a full complement of stout Brown Davis bash plates that would probably survive a bomb blast!

There is an old saying in the modified 4x4 world, that one modification often leads to three more, and let's be honest, a lot of weight has been added to this vehicle. In order to keep it safe and legal, the vehicle's GVM (Gross Vehicle Mass) has been upgraded to a huge 4,200kg. This was achieved with a 4in suspension lift kit from the good folks at Superior Engineering, and it is certified legal throughout Australia. A Poly Air air-bag system has also been added to the rear to help keep things nice and level when towing.

The additional space under the wheel arches afforded by the lift kit meant that a set of 35in Toyo RT tyres could be fitted, and these have been mounted on a set of Method alloy wheels.

Lastly, to help ensure that the big days behind the wheel are not interrupted with a dozen fuel stops, the Rambler Vehicles team fitted up a replacement Brown Davis long-range tank, meaning that Gaz and Kaz can safely carry an eye-watering 270L of diesel, giving them a conservative touring range of around 1,800kms. That's like going from Brisbane to Melbourne without needing to refuel.

## OTHER GOODIES

Just like it is with a lot of the builds that Rambler Vehicles complete, there are a host of other goodies that do not necessarily become obvious at first glance. Take the bonnet upgrade for example, it looks more like the bonnet you'd find on a 70 Series Land Cruiser.

Hidden away from prying eyes is a new TJM heavy duty compressor, which is coupled to a very handy retractable hose reel for quick and easy tyre inflation.

Helping the Takken's keep abreast of what is going on in the world is a Sphere RV WiFi booster, complete with GPS tracking, and another addition you would surely miss is the ERPS rust protection system that has been fitted throughout the rig.



## “ THE OWNER SAYS...

We asked Kaz about her experience with Rambler Vehicles, and if she had any words of wisdom to offer other potential buyers.

**“Just go for it! Kris really knows his stuff and his advice was spot-on, even when he was telling us things we probably didn't**

**want to hear. You will not regret letting these guys transform your vehicle”!**

**Sounds like a ringing endorsement to us! Check out the contact form below to find how you can turn your dreams to reality with your very own Rambler Vehicles build!**



300 SERIES  
BUILD SLOTS AVA



DUAL CAB CONVERSIONS  
CHASSIS EXTENSIONS  
GVM UPGRADES



**ASG4X4.COM.AU**

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# BUILT DIFFEREN







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Australia is a land like no other. We're an ancient place, isolated at the ends of the earth and sharing little in common geographically with the rest of the world. Cold Antarctic winds blow across endless deserts. Snow-capped mountain ranges climb to the heavens within cooee of the beach. And some of the largest sand islands in the world are within sight of rainforests so ancient they predate the seven seas.

As beautiful as this place is, and as privileged as we are to call it home, it's also a harsh, unforgiving land. Manufacturers from all across the world spend millions for the opportunity to test their prototype 4x4s in our land. This country is the real deal.

It's for this reason we're held in high regard the world over for our big touring builds. Four-wheel drives built with decades of experience on not only what can survive the harshest country in the world, but what can do it comfortably.

For those lucky enough to live in Queensland's southeast, a local shop under the name Rambler Vehicles is aiming to turn that wealth of knowledge into turnkey custom 4x4s ready to take on any terrain. The stunning 200 Series LandCruiser you're looking at is its latest build and arguably one of its best.



## V8 HOMAGE

Signing on the dotted line for a 2021 LC200, owner Kris set out to build one of the last of the V8s into a rolling billboard for what Rambler Vehicles can do.

As good as the wagons look from stock, it was never going to fit the bill for a Rambler build. Step one was rolling the 200 to the nearby ASG4X4 for one of its tried and tested dual-cab conversions.

The wagon was sliced and diced with a new rear wall stitched in just behind the rear doors and some clever toolboxes filling in where the wheel arches used to be. The wheelbase was bumped out 650mm longer for better weight distribution too.

With the wagon converted to a dual cab, Rambler set about giving it a solid foundation that'd cope with the terrain it'd be travelling through. Riding 3-inch higher than stock, a set of TJM XGS springs up front are wrapped around a set of matching TJM Pace Remote Res Shocks. In the rear, a second set of the remote reservoir TJM Pace shocks have been fitted, although this time there's no coil springs in sight.

A full below rear-end set-up from Airbag Man has replaced the steel springs, giving a huge boost in ride quality and also allowing easy adjustment of rates to suit the load when touring or towing. The newfound real estate in the wheel arches has allowed Rambler to shoehorn in a set of 34-inch Toyo Open Country RTs.

They're wrapped around a set of Con 10 alloy wheels from Method and punch in at an impressive 20-inch diameter. The larger diameter provides better on-road handling, while the 35-inch tyre ensures there's plenty of sidewall flex for off-road situations.



## ENGINE ENHANCEMENTS

To keep the whole thing motoring down the road better than stock, Rambler has installed some much-needed upgrades under the bonnet. Starting with a Safari Armax snorkel, the twin-turbo 4.5L V8 diesel is able to suck in all the air in the world. After the twin turbos compress the incoming air, a PWR intercooler up top drops intake temps giving an even denser intake charge.

From here, Bayside Performance Services has tweaked its magic on the ECU to eke out more power before a Legendex exhaust system runs dual three-inch pipes from the turbos into a single four-inch dump out the rear.

The stock automatic transmission remains in place, but it's copped a similar treatment. A Wholesale Automatics transmission cooler up front helps keep temps down, while a Nomad valve body pairs with a transmission tune to handle the extra power and firm up those gearshifts. A torque converter lockup kit was added too, to aid with engine braking and drop RPMs at cruising speeds.

With the mechanics sorted, Rambler set to work decking the big Cruiser up with every accessory you could ever desire doing the big lap. Up front, a full suite of TJM armour





has been spec'd up; the Venturer bar protecting against animal impact but also serving as a home for a TJM 12,000lb winch, while matching TJM side-steps armour up the flanks.

Ensuring there's more than enough light for even the longest outback highway, no less than 14 forward-facing driving lights have been fitted. All sporting the Lightforce logo are eight amber-coloured Venom lights fitted on top, two HTX and two Genesis lights taking pride of place on the bar, with two smaller light bars providing a flood pattern.

### SPINIFEX CLASSIC

Moving rearwards and the 200 sports the go-to Rambler canopy with a Spinifex Manufacturing Midi body. The  $\frac{3}{4}$ -canopy allows easy access to the dual spares on the back, while still providing bulk storage on the inside. On the nearside, a full kitchen set-up fills out the box.

A 130L Bushman's upright fridge butts up against the headboard, while a pull-out pantry fits in next to it. There's a full Bluetooth stereo install, pie oven, coffee machine and even a slide-out induction cooker tucked underneath.

There's also a monster electrical system,



ensuring all the gadgets and gizmos stay running, no matter how long you spend crossing the desert.

A Victron 240V multi-channel charger is the brains of the system. It feeds a 200amp/h Korrr Lithium battery when parked up at home or plugged in at a caravan park. An Enerdrive DCDC charger keeps the battery topped up on the road, with a matching Enerdrive 2000W inverter spitting out usable power on the other end.

A TJM Dual Battery System up front ensures the big Cruiser can jump-start itself in the middle of nowhere too, a handy feature for solo travellers. There's ample room to stow bulky items in the offside compartment, with any overflow finding a home on the dual Rhino-Rack platforms up top.

On the inside, Rambler has focused on building a cohesive interior, rather than throwing accessories everywhere they'd fit. First things first, the seats have been bolstered and wrapped in Nappa leather to ensure drivers arrive at their destination feeling a million bucks. A Cel-Fi Go, RV Wi-Fi, and Uniden UHF arrangement has been installed for reliable communications, while an Alpine stereo incorporates off-road mapping and upgraded speaker componentry.

If it seems like you've heard of most of these modifications before, there's good reasons why. Rambler isn't attempting to reinvent the wheel here, the company is attempting to polish it, hone it down to the must-haves and make it easier than ever for would-be adventurers to explore this country, knowing the vehicle they're driving is purpose built for the job.

It's a growing trend of bona fide tourers and we're stoked to see more people out exploring this unique land, and expecting to see more and more of them doing it in a Rambler.

### REMOTE WORK

Go back 10 years and remote reservoir shocks were something you'd find in fancy off-road racers. Real tourers used big-bore shocks. So why are we seeing more and more tourers with remote reservoir shocks, and what's the big difference between the two competing technologies?

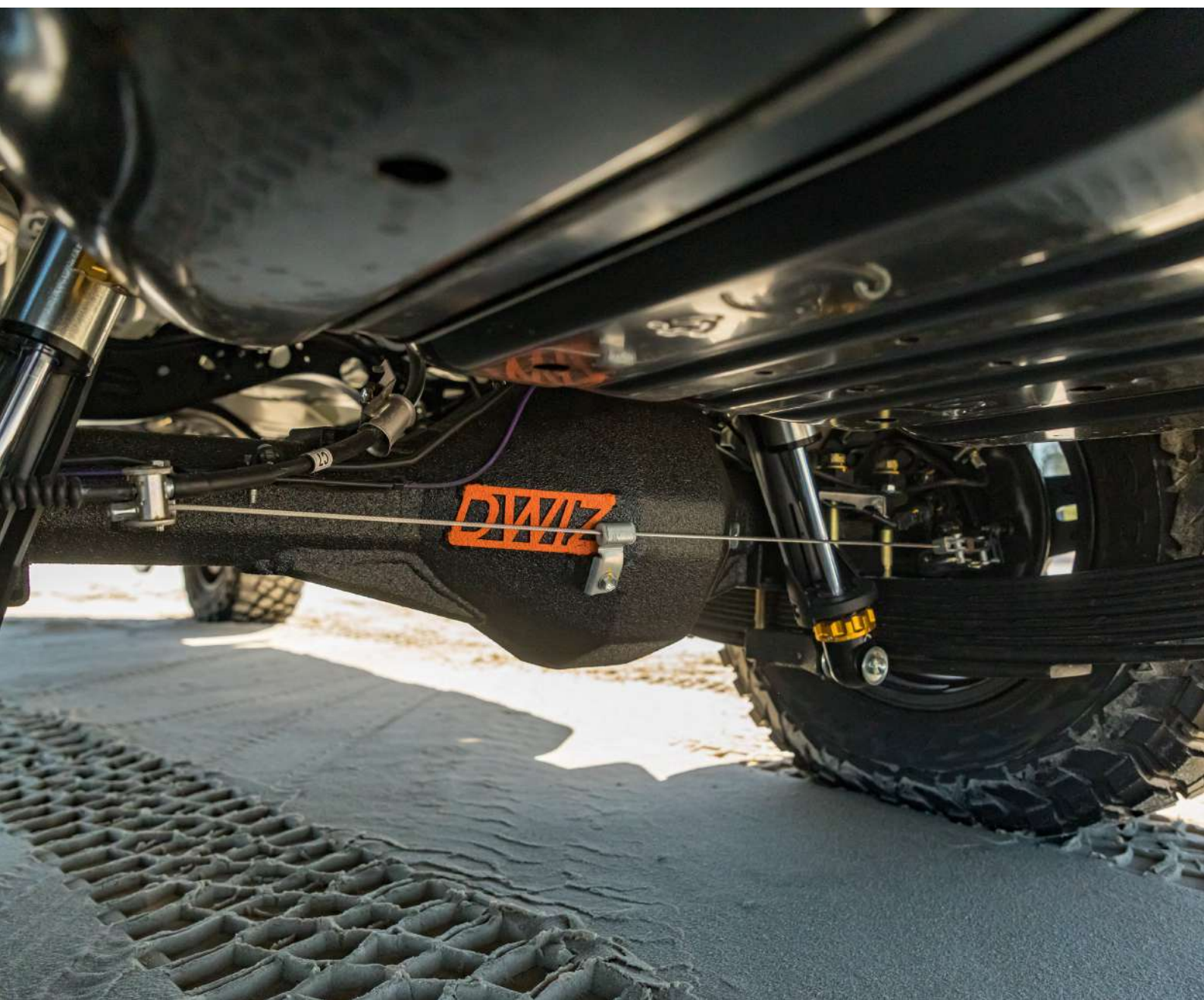
It all comes down to sheer volume. The way a shock absorber absorbs shocks is by running oil through a valve. By controlling the flow of the oil through the valve you can stop the 4x4 bouncing around. Simple.

The problem is, every time you force the oil through the valve the oil heats up a little. It's not an issue around town, or with slow rock-crawling, but go hit the corrugations and your shocks will quickly heat up to the point the oil will begin to thin out or even turn to foam and pass through the valve easier. The result is called shock fade and gives you a less effective shock, right when you need it most.

External reservoir and big-bore shocks both aim to combat this by increasing the amount of oil in the shock, making it take longer to heat up and prolonging the abuse they can handle before shock fade sets in. Remote reservoir shocks simply add more oil than a big-bore can, and by storing it away from the main body of the shock it's able to stay cooler for longer.



# SUSPENSION SECRETS EXPOSED





## IN THIS ARTICLE WE ANSWER YOUR FREQUENTLY ASKED SUSPENSION QUESTIONS



**A**llow us, if you will, to make a clear and bold statement, right off the bat. The factory suspension on your 4WD is a compromise. A compromise between what will do a job, and what it costs to produce, with the factories primary concern being with the latter part of the equation. We will just come out and say it – the standard suspension is not up to the task of travelling anywhere in Australia once you start adding additional weight. It will fail, and it will be dangerous.

That's why suspension upgrades are a big part of what we do here at Rambler Vehicles. Our vehicles are not a compromise, they are built to be comfortable, reliable, safe and predictable, and the suspension plays a massive role in each of those things.

Let's break down some of the questions and terminology used when it comes to 4WD specific suspension so that you can have a greater understanding of what needs to be done to a 4WD that receives the Rambler treatment.

### TERMINOLOGY

#### GVM

Gross Vehicle Mass. This is the maximum amount the vehicle is legally allowed to weigh with you on board. Most 4WD vehicles with a few vital accessories fitted such as frontal protection, 12v fridges and roof racks and awnings will be surprisingly close to their GVM. Talk to the Rambler team about GVM upgrade options if you are planning to fit a host of accessories.

#### ADJUSTABLE SHOCKS

Adjustable shock absorbers are exactly what the name suggests, they are adjustable! But what exactly are you adjusting? In the majority of cases, you are simply adjusting the rate at which the shock absorber compresses. In some more elaborate shock absorbers such as TJM XGS Remote Shocks, it is also possible to adjust the rate of rebound as well, allowing you to truly tailor a ride to suit your specific requirements. Contrary to what some folks believe, adjustable shocks do not adjust the ride height of the vehicle.

### FAQS

#### HOW HIGH CAN I LIFT MY 4WD?

This is a very common question, and the answer will depend upon what model of 4WD you are building, but the real question you should be asking is, how can I match the suspension to the load I'm now carrying. You see, suspension lift of any great height is of very little benefit, and usually only in very specific scenarios and terrains. For 99% of us 99% of the time, we won't get any benefit from lifting a 4WD by more than 50mm over the factory ride height. What is far more important to us as touring 4WDers is to ensure that the suspension we fit is matched to the weight we are carrying, as this will provide us with a more predictable braking and handling vehicle both on and off road.

#### WHAT BRAND SUSPENSION DO YOU USE?

Another common question, and one with a pretty simple answer! We will happily fit your preferred brand of suspension, provided it is something reputable and fit-for-task with a proven track record of being a safe and reliable product. We've used gear from TJM, Superior Engineering, Lovells, Bilsteins and plenty more over the years, and we love being able to give our valued clients their choice when it comes to building their dream vehicle, but of course, your safety always comes first. Talk to us about the options available to suit your build to a tee.



# GO BUSH.



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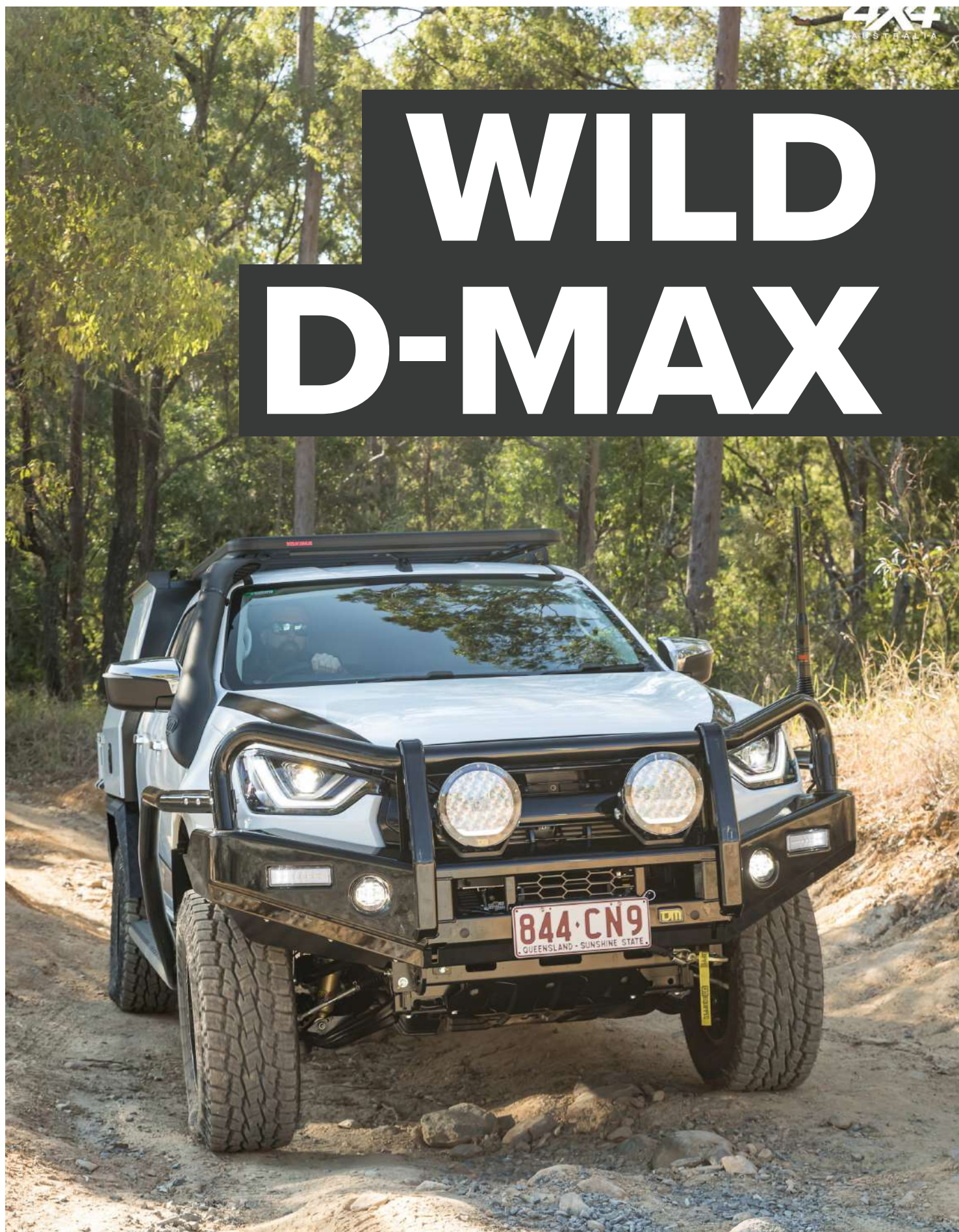


OPERATING FOR OVER  
**40**  
YEARS





# WILD D-MAX







## SLICKER THAN YOUR AVERAGE, RAMBLER VEHICLE BUILDS ARE PRACTICAL FROM BULLBAR TO TAIL-LIGHTS

The 4x4 industry is obsessed with game-changers. The biggest, the best, the most outrageous contraptions known to man, all in an effort to make someone's products or services stand out from the crowd. The 4x4s are getting more expensive, the egos are getting out of control, and it seems the one thing that isn't getting bigger is attention to practicality.

That's where Queensland mob Rambler Vehicles figured it could carve out a niche for themselves. A business owned by genuine 4x4 enthusiasts who have learned the lessons with what does and doesn't work, and can offer turnkey tourers to customers ready to travel the country without the headache of trying to piece together a build themselves.

While the Queensland company is most familiar with Toyotas, it has taken note of the growing popularity of dual-cab utes as do-it-all tourers and figured it was high time it picked up one to show how versatile its builds can be.

The recently released D-MAX makes a great platform to showcase just what Rambler can do. The 2021 version brought the Isuzu up to par in comfort and tech with its competitors and would serve as the perfect Rambler platform.







## SUSPENSION

Before the Rambler crew could start loading the stock-as-a-rock D-MAX to the gills, they needed to ensure it was riding on a solid foundation. The call was made to TJM to option up a full set of its XGS 4000 Series suspension. Up front, the 40mm big-bore shocks bump the independent suspension set-up 40mm closer to the clouds when paired with the constant-load springs. A pair of ball-joint spacers have been thrown into the mix to allow the stock arms to work with the new ride height.

At the rear, the OEM three-leaf spring packs were binned for a set of TJM leafs, in the pursuit of better comfort and load-carrying ability. They've had the full treatment with all-new bushes, shackles

and U-bolts. They're paired up with a second set of big-bore XGS shocks, to bump the rear 40mm over stock to match the front. The new ride-height adjustment allowed the Rambler crew to shoehorn in some meatier rubber on each corner. The 285/65R17 Toyo Open Country AT2s replace OE 255/65R17s, bumping the total ride-height increase up to around 60mm.

The front end is now up-armoured, thanks to a full suite of TJM steel bar work. Tip of the spear is an Outback bullbar and 63mm tube protecting the radiator and headlights. Nestled inside is a get-out-of-gaol free card with a 9500lb TJM Torq winch with synthetic rope. Helping light up the night are twin LED driving lights mounted inside the bar. The twin Ultima 215 lights are a hybrid spot/spread combo, with 10,500 lumens giving them plenty of punch for their compact size.


Moving back along the flanks, the sides are kept squeaky clean thanks to a combination of 63mm-thick TJM side-rails and side-steps coated in gloss metallic black and capped with alloy side-steps. While the black bar work was being installed, the stock D-MAX chrome accents were coated in a healthy slathering of black paint to tie it all.

Up top, a Yakima flat rack has been installed, providing easy storage options for bulky items without causing wind-noise issues like a traditional cage rack. Holding up the rear is an Xbar set-up from Hayman Reese. Tucked high and tight, the Xbar integrates a variety of recovery points while still giving the full towing capacity.





View Rambler's  
**WILD D-MAX**

Youtube video 







## CANOPY

That rack leads perfectly back into the focal point of all Rambler builds: the canopy set-up. For this build, the Rambler crew have opted for a healthy mix of in-canopy storage and tray with a  $\frac{3}{4}$ -canopy and  $\frac{1}{4}$ -tray combo. The tray provides just enough storage space to throw in a swag, firewood or mountain bike, with clever LED work lights mounted directly above.

Inside the Spinifex canopy, the passenger-side houses an electric control panel feeding power to lighting throughout the set-up. Sitting next to it is the trusty MSA drop slide, with an Engel fridge/freezer ensuring there's always plenty of food and drinks around camp.

Moving around to the driver's side and Rambler has chosen to leave the canopy predominantly empty, to give the customer versatility in packing; although, an RV Storage Solutions pull-out drawer serves as a handy place to stash smaller items. Underneath, two tool boxes behind the rear wheels provide additional storage; the passenger-side box housing the TJM compressor for on-board air, while the driver-side box stays free for stowing recovery gear.

## ENGINE

Under the bonnet, Isuzu's renowned 4JJ engine is still providing reliable motoring for the D-MAX faithful; although, in its third generation it's pushing out more power than ever with 140kW and 450Nm in stock form. The Rambler D-MAX breathes a little easier in dusty conditions thanks to the Airtec snorkel on the cold side, and a Legendex exhaust on the hot side.

## TOTALLY WIRED

The final piece to the puzzle was a simple but effective electrical set-up. With the wire cutters out, the Rambler team did an OE-level wiring job to ensure the lighting and canopy set-up had more than enough power.

A Projecta DCDC charger keeps the 90amp/h deep-cycle battery topped up on the road, while solar inputs allow for expansion if you're parked up at camp for extended stays. A GME XRS was installed next to the driver's knee, making for easy comms out in the scrub.

In a sea of extended mega-dollar builds with 37 axles, the Rambler D-MAX is a breath of fresh air. Tastefully modified, capable enough to travel the country, and built once and built right.





Find out more about our  
Urban Khaki Build here



# FINANCE

We understand that many of our customers have existing finance arrangements either directly with their banks or via brokers. We are experienced in providing all of the documentation required to assist them in making your dream a reality.

Given that often our Ramblar builds are considered outside the box for lenders we have teamed up with Fido Finance who is familiar with our products and trading terms. Should you wish to look at lending and insurance options please let us know and we can put you in touch.







## IF YOU'RE NEW TO TOWING OFF-ROAD, HERE ARE RICKO'S TIPS TO KEEP IT SAFE

Over the years both on and off camera, I have towed camper trailers, caravans and boats all over the country, from sandy beaches and deserts to outback highways and high country rutted tracks. I reckon it's fair to say that I've come across more than most. Of course like anyone else, I have also learned a lot when it comes to tackling the

best Australia has to offer with a trailer in town, so here are my top five tips for those who may be new to tackling the tracks with a camper or caravan behind the fourby.

Find out more  
about courses



## TOP TIPS

5

### PRACTICE.

Practice makes perfect folks! Before you head away on that epic trip across the Nullabor or up to Weipa, hitch up the trailer and rack up some kilometres a bit closer to home. Kick off with shorter trips and keep the speeds down and work your way up to tackling highways and motorways to get a feel for how your trailer handles. Take your time with it, Rome wasn't built in a day!

2

### COMMUNICATION.

The key to surviving a trip with your partner or significant other when camping with a trailer for the first time is communication. We've all seen the commotion it can cause, Mum out the back providing instruction while Dad behind the wheel struggles to understand, resulting in a blow up for the ages! Have a plan for communication, make sure your both on the same page, and be patient. Once again, Rome wasn't built in a day and it will take time to hone this necessary skill...

4

### DO A COURSE.

If you have been putting a few kms into driving with a trailer and you are still feeling a little unsure about heading out into the more rural regions of the country, make an investment into a driver training course. A lot of 4WD-specific driver training agencies will also offer towing courses, and this can be a great way to build your skills.

1

### SAFE PACKING.

Perhaps one of the most important aspects to towing a trailer is to ensure that it is packed correctly, with the weight distributed in the most advantageous places within the trailer. A camper, caravan or boat that is too heavy at the tail end will sway dangerously as your speeds increase, and this is a situation that should be avoided at all costs. By packing the majority of the weight in front of the trailer's axle, you give yourself the best chance of creating a scenario where the trailer is stable, safe and predictable in the way it handles at highway speeds.

3

### CAMP NEAR HOME.

Once you feel like you are ready to hit the tracks, plan a weekend away that isn't an epic trip to get to. Make sure that you choose a site with easy access and plenty of space for you to manoeuvre the trailer into position. This will provide you with the perfect opportunity to work out tip number two...



# 2 TERRAIN

Much of our exploration of our massive country will see us on 2 terrain types... of course there are more, many more, and there's probably 12 types of mud alone, but in reality, we'll all see these big two more than most.

**WIDE OPEN DIRT** – high-speed, long-distance dirt and all of its special characteristics.



## WIDE OPEN DIRT.

It's likely that getting to the end of the bitumen only marks a small part of your trip – from here on there's a big chance that you'll be clocking up many dusty and bumpy kms enroute to that location hopefully more remote and less people-y than the popular coastal locations.

Dirt roads themselves don't need to be daunting and they are not inherently less safe than a busy sealed road. Dirt roads however require your respect, your preparation and sometimes a bit of teamwork.

If you're about to spend the best part of the morning on dirt, the small investment of a few minutes per corner to select a tyre pressure better suited to the terrain is well worth it. Generally speaking (and there are

plenty of potential mitigating circumstances based upon your setup and load) a reduction of 20-25% of your tyre pressure (from your road pressures) will assist in making your tyre more compliant, and your ride safer and more comfortable.

While you'll be very aware of the dust, that'll be obvious in your mirrors, you may not quite grasp the amount of rocks which you may be throwing around (trailer owners excepted – you folks will know instantly). Rock damage might be non-existent, superficial, or it could become very expensive. Folks who are towing would be well suited to explore their options for keeping the rocks under control either with elements fitted to the car, between the car and trailer, or on the trailer itself.

However, the only way to truly reduce the velocity of rocks being picked up and thrown around is to reduce your speed – this becomes doubly important when passing (or being overtaken)... remember that your vehicle speed contributes greatly to the amount of damage a stray rock can do to your windscreen.



# NS

## SAND.

We find sand on the edges, and in the middle and everywhere in between. Sand can be hard or soft, wet or dry, coarse or fine. Regardless of where you find it, or how it feels or looks, our objective is to stay on top of it.

There are a couple of excellent ways to reduce your chances of becoming bogged or stranded, carry less weight, understand the tides, don't tow a trailer... but the very best, and most versatile is to understand the impact making a simple, but measured reduction in tyre pressure can make.

When we set to lowering our tyre pressure before hitting the sand (wherever it is) we are aiming to take our, usually 4, contact patches and make them bigger, thereby spreading the weight of the car (plus trailer if towing) over a larger surface area and reducing the opportunity to dig in. There's a bit of a knack in getting to know your vehicle and setup and you may need to experiment with your tyre pressures under varied circumstances,

but it is fair enough to assume that most objectives will be met with a reduction of between 25 – 50 percent from your highway pressure – you may well need to go lower than this, into single digits, to get through particularly dry, fine, soft sand, but you should be focussed on returning to a more sustainable pressure as soon as possible.

The often over looked aspect in sand driving has much more to do with the attitude of the driver than the setup of the vehicle. Sand driving rewards smooth drivers – smooth acceleration, smooth cornering and smooth deceleration – it also punishes people who approach the sandy terrains either in a hurry, or compensating for setup with horsepower... Remember, any tyre turning faster than the car is moving forward to literally digging a hole, the faster it's spinning, the quicker and deeper it's digging.



**AUSTRALIAN  
OFFROAD  
ACADEMY**



**Dave “Dingo” Darmody is the Founder, Director and Principal Instructor at The Australian Offroad Academy (AORA)** – one of Australia's leading 4x4 offroad and touring educators delivering outstanding training and tours for recreational, corporate and government clients all over Australia.

Dingo Dave has over 20 years of educational experience, and is a qualified

Outdoor and Environmental Education Teacher. He has used this experience to deliver outstanding, entertaining and exceptional quality 4x4 education in numerous locations all over Australia, as well as taking clients on boutique tours to some of Australia's most remote and stunning locations.





# DID SOMEONE SAY OPTIONS?

## HERE AT RAMBLER THERE ARE MANY OPTIONS, HERE OUR FAVOURITE 10!

One of the things that really sets us apart here at Rambler Vehicles, and something we genuinely pride ourselves on are the almost endless array of options available to you when you sit down with a consultant to plan the build of your very own Rambler. Some options are pretty obvious, such as a suspension upgrade, but there are some hidden gems that you may not be aware of. Here are our favourite 10 Rambler options!

### 10. CEL FI GO

For the uninitiated, a Cel Fi Go unit is in layman's terms, a mobile signal booster. A Cel Fi Go unit will amplify even the weakest mobile signal so that it maximizes the chance of having a mobile signal, giving you the opportunity to stay in touch with loved ones on your travels.

### 9. ON BOARD AIR

Having a dedicated on-board air system is a handy thing to have. Not only does it allow you to reinflate tyres after a day off-road, it also gives you the means to blow out dusty air filters on extended trips into dry and dusty country.

### 8. QUALITY AUXILIARY LIGHTING

Nothing is more fatiguing than having to drive into the night with poor lighting. The further from town you travel, the greater the likelihood of a wildlife encounter, so quality aftermarket lighting isn't just a "want", it really is a "must-have"!

### 7. AFTERMARKET TYRES

You could be forgiven for thinking that a tyre upgrade is not essential, but the fact is that unfortunately, it really is another "must-have". The outback tracks in Australia are pretty unforgiving, and a set of quality aftermarket tyres are a huge improvement on the factory offerings.

### 6. UPGRADED SUSPENSION

This one is a real no-brainer, and anyone who has travelled a corrugated outback track in almost any iconic off-road destination will attest to that fact! Factory suspension is quite simply, not up to the task, especially once you start adding weight by way of accessories. This is one area that you do not want to scrimp on!

### 5. A STEREO UPGRADE

Here is one option that might not spring to mind immediately when you think of the gear that makes life easier while touring, but a decent quality sound system can make a good day on the road, just that little bit better.

### 4. BRAKE UPGRADES

Ever tried pulling up 4 tonne of 4WD and caravan on a dirt road when the suicide skippy decides to make himself known? When it happens to you you'll be forever thankful for that brake upgrade box you ticked! Firmer pedal, more predictable response and considerably shorter stopping distances are just some of the benefits of a decent brake upgrade kit.







### 3. UPRIGHT FRIDGE

If you've spent days or even weeks offroad with the traditional fridge and fridge slide, you'll know how cumbersome the whole operation becomes after a while. An upright fridge takes moving parts out of the equation, so that the kids can finally get their own snacks and drinks without cutting into your happy hour!

### 2. COFFEE MACHINE

One of the standout features of the Spinifex Canopies that we build in house for our Rambler builds is the provision to fit a coffee machine! Imagine that morning brew that is barista-quality, straight from a quality machine that is integrated into the build! This is one option that is guaranteed to make you the envy of your travelling companions, or the most popular person at the campsite!

### 1. INTERIOR SEATING UPGRADES

This falls into the rare category of options that you will be thankful for each and every time you hop aboard your Rambler! Whether it is a run to the corner shop from bread and milk, or a 3 week odyssey into the heart of the outback, your bum and back will appreciate you for ticking this particular option box!



### SEE MORE VIDEOS

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## “ THAT’S NOT ALL!

Of course this is not a comprehensive list of the options available for your Rambler build, the sky is your limit! If you have a particular idea in mind, be sure to discuss

it with your Rambler Vehicles consultant because after all, we pride ourselves on building it your way!



TURN KEY VEHICLE SOLUTIONS

# BUILT YOUR WAY



**R**