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**MLO RAM
Flatbed Camper**

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IMAGES BY THOMAS HENWOOD &
VEHICLE OWNER



It was early September and delivery day had finally rolled around at Main Line Overland's West Chester, Pennsylvania, headquarters. The customer had already flown in a week prior to inspect the build, and their shipping agent was now picking up the vehicle for the trip to port.

The black Single Cab RAM's camper roof was lowered; its Scheel-mann seats secured to their bases and its proverbial hatches were battened-down. Main Line Overland's (MLO's) biggest adventure vehicle build to date would travel 9,000 nautical miles before reaching its new home in the United Arab Emirates (UAE). Pete, Matt, and Tom Henwood, the brothers that run MLO, left nothing to chance for a successful delivery.

MLO Flatbed Journey

MLO has been building a wide variety of impressive overland camper builds since 2014, the year they became a Four Wheel Camper (FWC) dealer. The 'Flatbed' versions of FWC's famously simple, durable, and lightweight truck campers had just hit the market and the brothers at MLO saw an opportunity to build a niche in the industry.

Having grown up in a shop doing frame-off restorations of Jaguars, MGs and other British classics, along with a growing list of overland vehicle builds under their belt, Matt and Pete Henwood saw an opportunity in the market to guide customers through the flatbed conversion process.

For the first year, this meant designing one-off flatbed trays built to their customer's vehicles and desired specs. The result was a number of RAM and Tacoma builds that have since been all over the world, many used by their adventurous owners as full-time go-anywhere homes.

MLO built themselves a third-gen Tacoma that would feature a special edition flatbed Woolrich FWC, which MLO helped develop. While planning this build, Matt Henwood came across Norweld Flatbed Trays, a company that has been making high-end aluminum flatbeds in Australia for over 40-years. Norweld was able to produce an aluminum over-the-wheel flatbed that was strong, light, offers plentiful storage, has a built-in gray water holding tank and offers secure mounting points for the FWC. This Norweld flatbed worked and looked



"THE CUSTOMER FOR THIS RAM BUILD CAME ALL THE WAY FROM THE UAE WANTING A VEHICLE THAT COULD HANDLE SOME OF THE MOST REMOTE OFF ROAD TERRAIN IN THE ARABIAN PENINSULA AND SAHARAN AFRICA, WHILE BEING SELF SUFFICIENT AND COMFORTABLE."

This build got to enjoy some lush Pennsylvania farm time before being shipped off to the deserts of the middle east.



amazing on the MLO Tacoma and was the starting point for over a dozen similar builds at MLO.

"More than any other build, that first Norweld Tacoma really set a tone for how we want to build vehicles—a systems-based approach where each modification works in harmony with the OE base. The rigs we build see thousands of miles in some of the most remote places in the world, so our customers need both off-road capability and OE reliability," explains Matt Henwood.

MLO became the North American distributor

of Norweld Flatbeds in 2016. The companies combined their expertise and developed a full line of flatbeds for U.S. market pickup trucks, all of which are designed to work seamlessly with FWC flatbed truck campers. With a turnkey solution for FWC Flatbeds in hand and a nationwide network of dealer/installers, MLO became a go-to flatbed conversion specialist for both FWC and the increasingly popular Norweld Canopies.

The Customer

The customer for this RAM build came all the way from the UAE wanting a vehicle that could handle some of the most remote off-road

terrain in the Arabian Peninsula and Saharan Africa, while being self sufficient and comfortable. With a laser-focused customer ready to build his dream off-road camping machine, MLO set out to make those dreams a reality.

Pete Henwood reveals, "Our customer came with a solid idea of the platform they wanted and where they wanted to go, and we were able to integrate their requirements into a cohesive vehicle build and flatbed camper conversion that is both highly capable and very drivable."

The Truck Build

The build started with a brand new single-cab

"ORIGINALLY THE CUSTOMER WANTED THE BUILD TO FIT INSIDE A STANDARD SEA FREIGHT CONTAINER, FOR EASY, SECURE AND LESS EXPENSIVE WORLDWIDE SHIPPING. AS THE BUILD DEVELOPED IT QUICKLY BECAME APPARENT THAT THE TRUCK WOULD BE TOO BIG FOR A CONTAINER..."

2017 RAM 3500 with Cummins power plant and 6-speed manual transmission. The truck's 8' bed was removed, and replaced with a custom 8-foot Norweld flatbed. The vehicle was built with ground clearance, self supported off road capability, fuel range and energy-efficient boondocking in mind.

Originally the customer wanted the build to fit inside a standard sea freight container, for easy, secure and less expensive worldwide shipping. As the build developed it quickly became apparent that the truck would be too big

The AEV front bumper is the perfect platform for a big Warn winch and ARB light bar.



for a container, and need to be shipped RORO, or 'roll-on roll-off.' Once this was determined, the build got big quickly.

A 2.25" Thuren Suspension lift featur-

ing 2.5-inch King Off-Road Racing remote reservoir shocks and Timbren rear SES units were fitted. This allowed for full articulation of meaty E-Rated 37" Cooper S/T Maxx MT Tires on 17-inch Stazworks beadlock wheels. The

