

FJCMAGAZINE



OCTOBER 2012 • VOLUME 5 • ISSUE 4



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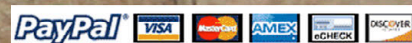


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FROM THE PUBLISHER

2012 ended up being quite an amazing summer! We were able to get out and explore more this year than ever before, and we're thankful for all the great comments we've heard from amazing FJC lovers this year!

As we close out our 5th year of publication, it's amazing to think of how far we've come. While the original issue of FJC Magazine looks old and very dated, it reminds me why we started this publication back late 2007: to provide the best news, information, and advice for FJ Cruiser owners and enthusiasts everywhere.

I'm happy to say that I think we've done that. We've written over 700 articles between the magazine and our website, over 10,000 people download each issue every year, and we have over 2,000 fans on Facebook. We've covered just about every mod for your FJ in some way or another, and we're very excited to have new staff on board to help continue to bring great information to you all year long!

We're excited for the rest of this year and as we head in to 2013, I have a mission for each and everyone one of you (should you choose to accept it): Send us your pics, your stories, your anecdotes! The one big thing that our magazine is missing is: YOU! We love to do reader rigs (a quick pic with specs of your truck), featured rigs (A full article dedicated to YOUR FJC), and of course cool shots of your FJ in action are always great for the back cover. So send your pics to pics@fjc-mag.com or via our website, we love to publish them!

!

Until next time, Tread Lightly, Stay The Trail, and HAVE FUN!



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New & Noteworthy

Carbon Fiber Hood

A very cool emerging product caught our eye at the FJ Summit this year, the SPECTRE hood from Deft Racing. This really cool carbon fiber hood is a pre-production unit that replaces the stock FJ

hood. An option when these go into production (hopefully very soon) will be the included Rigid 30" SR light and 2 sets of 7 louvers on each side. Besides the aggressive look, these louvers help to evacuate air from the

engine bay can help lower your water temp and more efficiently cool your engine. The hood also weighs in at only 17lbs (vs 38lbs for stock) and will retail for around \$800 when they go on sale in early 2013. This model was black but other colors may be available depending on interest.

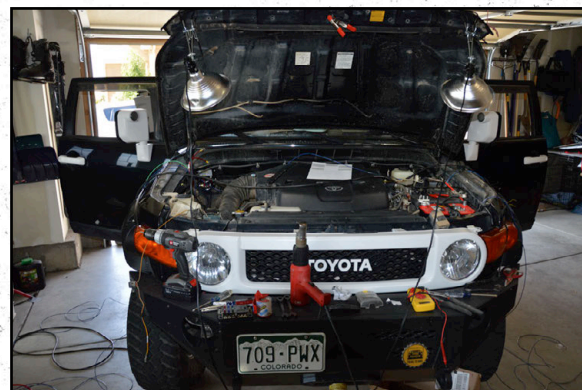
www.deftracing.com



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Dual Battery Kit

While it's certainly not new, this is a noteworthy addition to our FJC Mod list. We just received this National Luna dual battery kit from Equipt Expedition Outfitters, and it certainly seems like a stout piece of equipment. The intelligent solenoid is the



heart of this setup: it manages charging each battery while the vehicle is running, and isolates them when it's not. This keeps your main battery fully topped off for starting, while your electronics run off the auxiliary. A great thing about this kit is that dissimilar batteries can be used. Look for the full installation & initial review in the January issue of FJC Magazine.

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EVENTS

Rocky Mountain River Shiver 2013
February 2013
Waiparous, Alberta, Canada

Lone Star Cruiser Roundup
March 2013
Mason, TX

Lone Star Toyota Jamboree
April 2013
Gilmer, TX

37th Annual Mud N Yer Eye Frolic
April 2013
Hollister Hills, CA

Cruise Moab 2013
May 2013
Moab, UT

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FJ Cruiser (TOYOTA?) Summit 2012

By Shane Williams

Photography by Angie Williams, Jim Akers, and Shane Williams



The FJ Summit attracted a range of Toyotas including Tacomas, 4Runners, Tundras, a T-100 and several FJ-40s.

July in the FJ Cruiser world really means just one thing: the annual pilgrimage to Ouray, Colorado for the FJ Summit. This year marked the sixth time we've taken over "Switzerland of America" high in the San Juan Mountains. There was something a little different about the event this year though that was obvious from the second we pulled into town: Toyota trucks!

At over 275 registered vehicles (and a few un-registered), the FJ Summit is once again the largest Toyota 4x4 event in the country. While our beloved FJs were by far the most common truck, the

organizers made it clear from the beginning that the 2012 Summit would welcome all Toyota trucks and SUVs. The website banner for the 2012 event even includes a truck, solidifying the Summit as THE Toyota event of the year.



FJ Summit banner welcomes event goers with sponsors.

There were Tacomas, 4Runners, a Tundra, and several FJ-40s in addition to the hundreds of FJ Cruisers circling the Best Western, which once again served as the center of the FJ Universe. The event was the largest ever in nearly every way: more trucks, more sponsors, more classes,



Brenden explaining the mountains to Yoshi.

more giveaways, and more trails! Big hitters such as TRD Parts 4U (the title sponsor), Falken Tires, and the big boys from Toyota and TRD made the trek this year, along with long time supporters such as Metal Tech, Toytec, Camel 4x4, and others. Warrior Products came to the event for the first time and provided a great demo on installing their tube doors.



Falken Tire was present with their giant trailer.



The big hitter, TRD, made the trek this year and displayed a good lookin' Tundra.

The event was
the largest ever in
nearly every way:
more trucks, more
sponsors, more
classes, more
giveaways, and more
trails!

We were lucky enough to be joined by both Jim Akers (Managing editor over at Tacoma Magazine) and Kimberly Proffitt (our Associate Creative Director) and her family for the Summit this year. It was a real treat having "the fam" at the event with us, and everyone had an amazing time on the trail. Kimberly drove her first 4x4 trail ever (Ophir Pass) and despite Jim's small issue with heights, he rocked his new-to-him Tacoma down Black Bear Pass without a problem.



"The fam," in the T-100, hitting the trails together with some event goers in their FJ and a 5th generation 4 Runner.



Jim's Tacoma sitting next to an old mining building.



Joe climbing the waterfall on Black Bear Pass.

Once again we were fortunate enough to run a trail with Joe Bacal. If you're not familiar with his work, see our October 2010 issue for a full interview. Joe

Joe Bascal led the group on Black Bear pass
and made it all look easy.



The waterfall on Black Bear Pass.

made the trek this year with Mike Fort, owner of Fort's Toyota in Pekin Illinois, in a sweet 2012 TTSE FJ. Joe led the group up and down Black Bear pass, and made everything look easy with his experience. We had a few very new drivers in the group and while they held their breath down "the steps," everyone had a safe happy trip and it was an amazing day in Ouray!

Every year the summit organizers "twist" our arm to lead a trail, and this year was no different. I was asked to lead a photo run Friday morning. Photo runs are setup to leave a little later in the day so groups can take their time on the trip. With an energetic two year old in the back of our FJ, that's a good thing. Brenden did great on Black Bear the day before and then hanging out with his friends, the four and six year olds of Kimberly and Tim, during frequent stops worked out great.



The descent on Black Bear Pass.



Joe Bacal in the Fort Toyota TTSE overlooking Telluride.

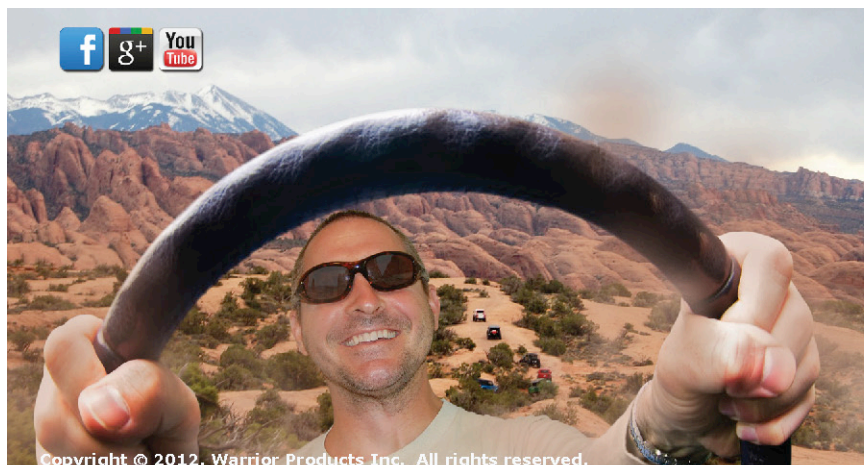


The photo run line-up included just two FJs in our group, one T-100, one Tacoma, and one 5th generation 4 Runner.

That run was the first time I've ever wheeled with more non-FJs than FJs at the Summit, and really shows that this event really is the Toyota Summit. I counted just two FJs in our group, one T-100, one



Mineral Creek photo run.



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Tacoma, and one 5th generation 4 Runner. It was a small group so even though we were on a photo run, we made the trip up Mineral Creek to California and Corkscrew gulch in pretty good time.

On Saturday we once again tackled Imogene Pass (that seems to be our tradition now) with the T-100 since they've never done that trail. We intentionally didn't run with a group in the hopes that we'd meet up with one or two for some great shots. Our plan worked out pretty well as it turned out, we shot over 300 photos on Saturday alone. After arriving back in Ouray (via Ophir pass), we got settled for the raffle. Unfortunately rain showed up and with small children in tow we decided to head for the hotel early, so we missed the big supercharger giveaway at the end.



Angie leads the way up Imogene.



Climbing to the summit on Imogene.

Sunday morning is always early for many Summiteers, although we never seem to see more than a small portion of the trucks on Main Street at 6 a.m. For the first time ever, I arrived before the rest of the crew hoping for the front row, so I was fortunate enough to have our TRD in plain view for all the pics. Once again Mouses opened early just for us, serving the best coffee, cocoa, and treats in town. All together we counted approximately 52 FJ's and other Toyota trucks (it's hard to tell how many are in the back), which is not bad for an early morning photo shoot.



Enjoying conversation of the week's events at the Saturday night dinner, despite the rain.



First to show up at the Sunday morning Main Street photo shoot.



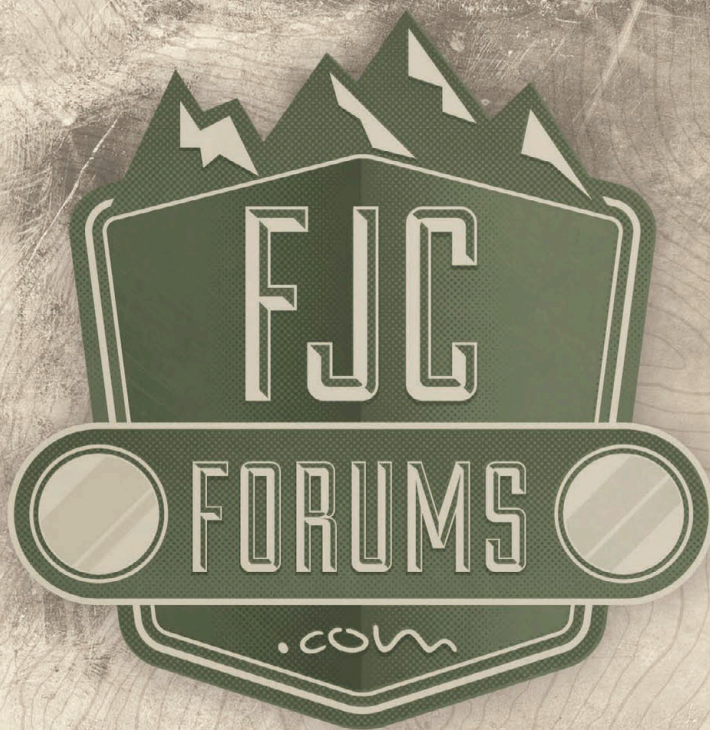
Trucks lining up for the group shot on Main Street.

By 10am we were on the road back to Colorado Springs, another amazing trip to Ouray all wrapped up. We didn't shoot much video this year, but did manage to snap over 1,300 photos in all. Hopefully, you enjoy the selection we've included, but for more visit our Flickr and Facebook pages. We look forward to seeing everyone in Ouray next July! ●

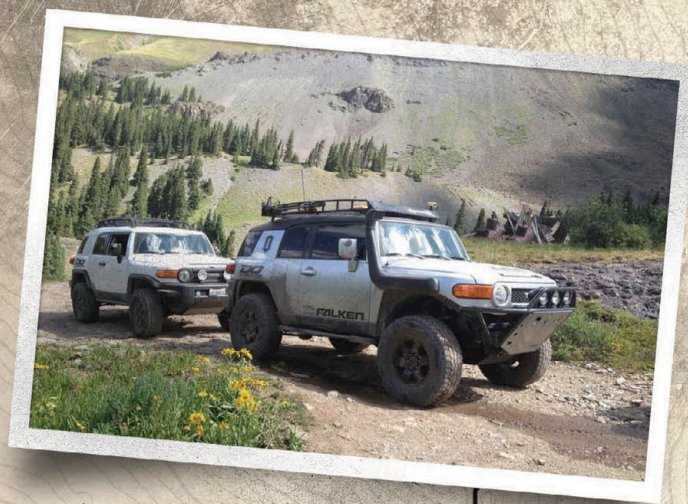
See you
in Ouray!



The final shot of everyone lined up on Main Street in Ouray.



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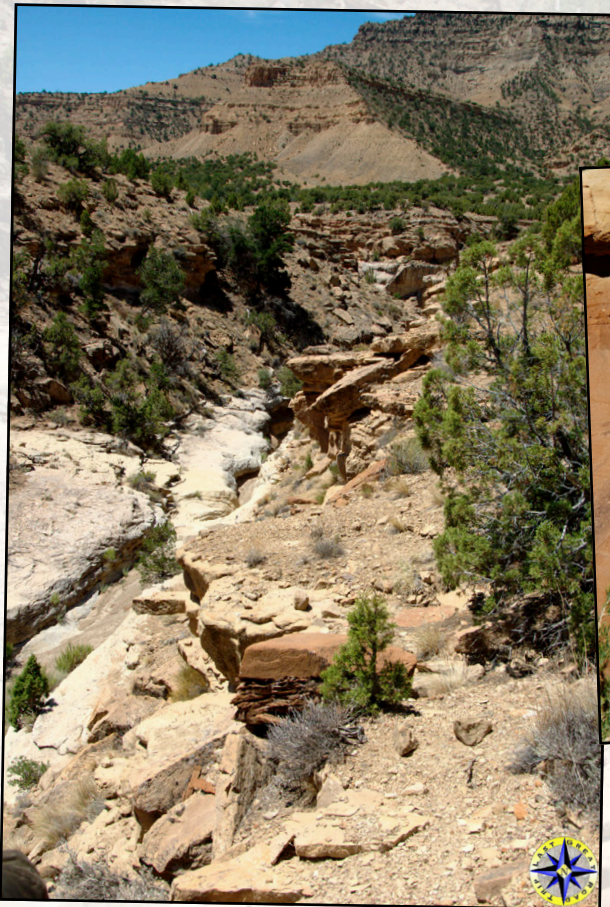
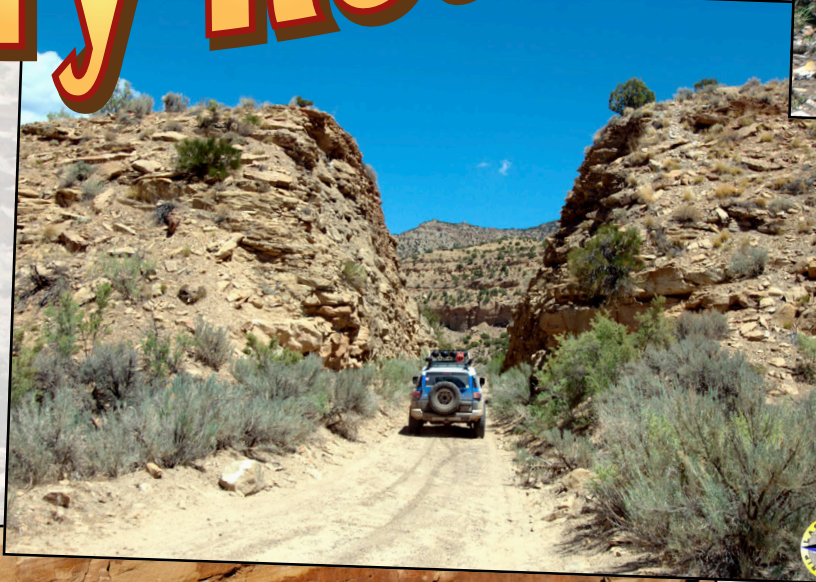
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Utah Backcountry Discovery Route

By Paul Thompson, www.LastGreatRoadTrip.com

You bought a 4x4 so you could get away from it all. But you're not excited about the thought of bashing \$40,000 of sheet metal against rocks or racing through mud pits. Your mind races at the thought of a long off road adventure where you can test your



self-reliance, explore remote locations and avoid the crowds. You get more excited by the journey than the destination and find enjoyment in quiet solitude. If this is you, the Utah backcountry discovery route (<http://www.utbdr.com/>) may offer you everything you dream of and more.





The dual sport motorcycle guys built an amazingly scenic route that takes you from Arizona to Idaho traversing the entire state of Utah. The Utah backcountry discovery route (UTBDR) stitches together un-paved (and mostly un-used) backroads that wander through majestic locations such as Moab, Valley of the Gods, the Abajo and La Sal Mountain Ranges, Nine Mile Canyon, and the northern Wasatch Mountains. Most of the route traverses forest road along with some light 4x4 trails and two tracks thrown in for good measure.

Route finding can be challenging on UTBDR. In order to ensure you don't get turned around we suggest downloading the freely available GPS waypoints and purchasing their map (although not a very good map, sales help fund other state backcountry discovery route projects),

then grab a Utah DeLorme Gazetteer and trace the route onto its pages. When you approach choices while driving the route, take your time to get your bearings and keep an eye on your GPS. The waypoints are extremely accurate so you should have no trouble making the proper choice. The Gazetteer and UTBDR map will give you a big picture perspective as well as showing what landscape is ahead.

The UTBDR is broken down into six legs with



a couple of optional off shoots that offer a bit more difficulty. Preparing for all six legs can be a daunting task, so leave yourself plenty of time before embarking. In the southern half you'll be traveling through desert and canyons while in the north you'll experience mountains and elevations up to 10,000 feet. Heat, high winds, thunderstorms, hail and depending on time of year, snow are all part of the UTBDR. In the north, rain can turn sections of trail into a muddy mess making travel impossible. In the canyons heavy rains can mean flash floods and washouts. Summer time temperatures can drop into the low forties at night and then push the mercury above 100 by noon. The UTBDR will challenge your ability to balance being prepared for anything and the limit of gear that can fit in your rig.

So what does it take to complete this 871 mile adventure? You don't need to spend thousands of dollars on truck mods to run the UTBDR. Most stock, high clearance, 4x4 rigs with good all-terrain tires will take you through the route. However, a good suspension upgrade and 33 inch tires will make the ride more enjoyable and allow you to pick up the pace. While you won't find extreme four wheeling, you will come across short stretches of rubble, small shelf steps, rocky sections, sand and a narrow land bridge or two. Solid driving skills, smart choices and an appropriate pace will allow you to successfully navigate the occasional route obstacle.

The route stays mostly on the dirt but crosses a number of paved roads that will put you in or close to many small towns where you can grab food, water and fuel. As long as you can make 200 miles on a tank, carrying extra fuel is not required. Water is another story. Staying hydrated on the UTBDR is one of the most important things you can do to avoid the ill effects of changing climates and nagging heat. Although you're never too far from help, don't count on cell coverage to call in the cavalry, cell towers are few and far between on this route: a small price to pay for getting away from it all.





The UTBDR is ideal whether you plan on eating out and staying in hotels or prefer camping under the stars. Camp sites along the route are mostly dry, offering nothing more than a flat spot, a fire ring and solitude. Finding a camp site will require a bit of planning since they don't line up well with the change of route legs.

The route will have you traveling through BLM land that is actively used by sheep and cattle



ranchers. Livestock on the trail is a common occurrence as well as the occasional deer, big horn sheep, antelope and black bear. Along with public lands the UTBDR takes advantage of public access through several very large private ranches, which is a great opportunity to practice your Tread Lightly ethics by securing cattle gates behind you, staying on the trail and picking up any trash left behind by others.

Regardless of where you call home, the amount of diversity on the UTBDR will offer you something new when it comes to exploring. The Wasatch Mountains in the north take you through

pine forests, aspen groves and alpine meadows. Majestic views are around every corner as the trail carries you above tree-line. The Southern half slides you through canyons, sagebrush and all out sand



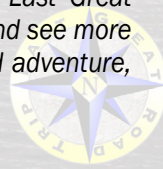


filled deserts. Nine Mile offers a chance to step back in time and connect with its numerous petroglyph sites. Moab, which sits in the lower half of the route, provides an opportunity to wheel more difficult 4x4 trails or cool off in the Colorado River. Traveling the UTBDR demands numerous stops to take in all of this country's magnificence laid out before you.

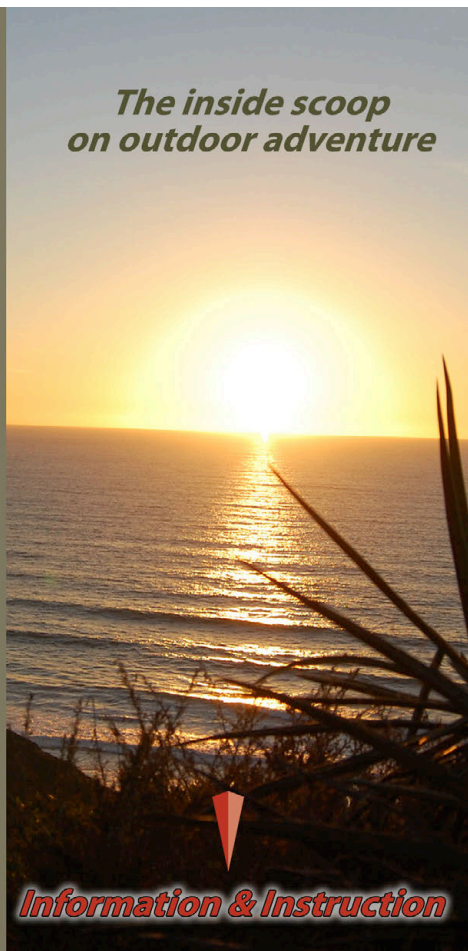


The next time that little voice in your head is screaming for you to leave the trappings of civilization behind, consider experiencing the freedom of the UTBDR and exploring some of the West's most iconic landscapes. You bought a 4x4 so you could get away from it all.... The UTBDR means no more car camping for you. ●

Paul Thompson writes and drives for Last Great Road Trip. To read day by day stories and see more pictures of their recent UTBDR off road adventure, visit www.lastgreatroadtrip.com.

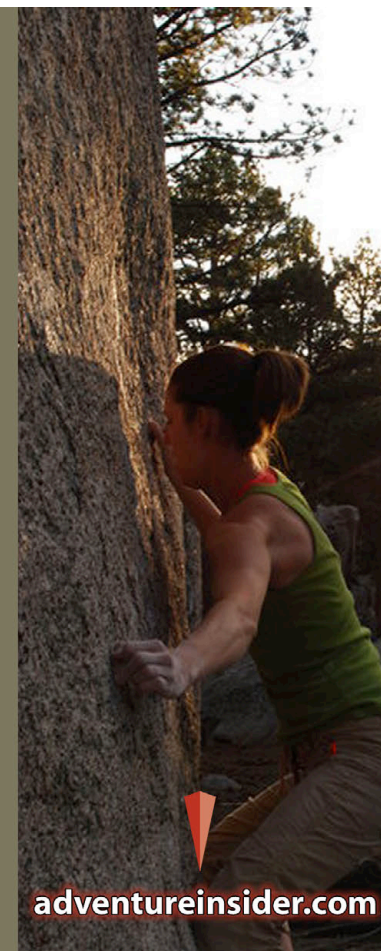


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Photos: Exploring Egypt by Land Cruiser (Roseann Hanson) and aerial shot of Overland Expo 2012 (Rob Martinson) showing exhibitors, campers, driving and riding courses

A line of off-road vehicles, including Jeeps and SUVs, is parked on a dirt road in a wooded area. The vehicles are parked in a line, with a white Jeep in the foreground. The background shows a dense forest of tall trees. The title "2012 THRILL ON THE HILL" is overlaid on the image in a large, stylized font. The year "2012" is in blue with a white outline, and "THRILL ON THE HILL" is in white with a black outline.

2012 THRILL ON THE HILL

By Brett & Amanda Bruner, AbbyTheFJ.com

As the hot days of summer start to fight the cool evenings that speak the forever tale of fall. It is once again time for the New Mexico gathering of FJ's "Thrill on the Hill."

It's hard to believe it has been a year already since our introduction into the FJ community, and it all started with the purchase of a used VooDoo blue FJ Cruiser. Our FJ (Abby) was intended to be a tool used as means to depart from the hustle and grind that is our life, as so many of us often need. What was unexpected is the persona this particular FJ Cruiser has seemed to take on. It could be the warm introductions of new friends, the explorations of magnificent landscapes, or the feeling of relying on our FJ to carry us back to the comforts of home. Whatever the cause, it is hard to deny that wherever our ventures take us; Abby is there, just like that weird neighbor kid that would always winds up in the background of family videos.

So naturally we find ourselves captivated by the camaraderie of fellow FJ owners. Thrill on the Hill is just that; it is a chance to gather with friends and to celebrate the passion for our unique vehicles. The event is filled with days of exploring the Lincoln National Forest in all aspects, admiring the scenic views as well as the technical challenges of Upper Pendleton and coyote canyon, and absorbing the historic abundance from Fort Stanton to the Rio

Bonito Petroglyphs. Evenings are reserved for good food tales of the day's accomplishments, sponsor presentations and amazing giveaways.

Friday is generally the day everyone arrives at Camp of the Tall Pines, outside Cloudcroft, NM. There is something to be said about traveling in a convoy of FJ's if only for the looks you get from the poor lifeless saps that have yet to realize that the answer to life's questions is in an FJ. A mandatory drivers meeting is held that evening to remind everyone of driving courtesy, welcome new comers and veterans alike, then discuss all the possible trails for the following days. It is also the first chance to gaze in wonder and excitement at the vast giveaways that the sponsors were gracious enough to supply. The sight of which is almost enough to cause a giggling fit much like the ones I had as a chubby kid on Halloween.

Saturday opened with the groggy morning ritual: stagger out of the cabin in an attempt to find the restrooms only to be traumatized by a very unexpected large horse standing on the cabin porch, gazing into

Thrill on the Hill is a chance to gather with friends and to celebrate the passion for our unique vehicles.



We wound through the seldom traveled and often forgotten roads leading to the town of White Oaks. With more residents in the cemetery than populating the town, it clings to existence as a living ghost town.

the back window of Abby obviously thinking of purchasing an FJ of his own. At 6:00 a.m. a horse on the porch might as well have been a grizzly bear with a flame thrower because it invoked the same response. I can only assume this particular horse had never before seen a 6'4" 300 pound mostly asleep man barge out of a door because we both had the same responses. When I was done screaming off into the woods like an eight year old, no longer having a need for a restroom, I decided it would be best to keep it simple today and stay on a light trail, and maybe some exploring in the small town of Cloudcroft. The evening was filled with excitement of the live band (The Strange), games among friends, talks of recent modifications to our FJ's to include the easy time we had with the installation of our ToyTec Ultimate Lift, and of course good food.

Sunday started calmer with a picturesque route and gentle hike to the Rio Bonito Petroglyph Rock. The Mogollon people left



galleries of mysterious images chiseled on surface of this large and surrounding stones. From there our group wound through the seldom traveled and often forgotten roads leading to the town of White Oaks. With more residents in the cemetery than populating the town, it clings to existence as a living ghost town. The Cedarvale Cemetery in White Oaks is the resting place for several important people in history. Deputy Sheriff James Bell murdered by Billy the Kid and Susan McSween, the queen of cattle country and a known supporter of Billy after her husband's death in the Lincoln county war. Sunday evening is always bittersweet as it is the last evening to spend with our FJ family until next year. Enjoying good barbeque, the band, and reminiscing about the weekend's adventures.

Thrill on the Hill was once again an incredible gathering. Brandon and all the gang at Desert Sun Motors do a fantastic job at organizing this event. We are already looking forward to next year's event and we will be there in Abby the FJ.

You can read more entertaining anecdotes from Brett, Amanda, and Abby the FJ at ww.AbbysTheFJ.com. ●

In The News

2013 FJs are already arriving at dealers, and although we haven't seen any 'in the wild', we're cautiously excited about the new options for this year. The main topic of discussion every year is colors, since Toyota likes to experiment with new options every fall. This year we get two new colors to choose from: the Magma (orange) that most people either love or hate, and the soon-to-arrive 2013 Trail Teams SE in 'Cement Grey'.

The Radiant Red from 2012 is gone, as is Silver Fresco, which makes the Cement Grey FJ the third in that hue. We're not sure why they chose not to continue Radiant Red as a standard FJ Color, apparently the 'creamsicle' nickname sounds better at Toyota HQ. It's interesting to note that with the exception of Black (which isn't even the same black as our TRD) none of the original FJ colors remain. This could be a good thing depending on your point of view (many people didn't agree with the original bright colors), but it certainly has us wondering where they'll go for 2014. Yes, there WILL be a 2014 FJ Cruiser according to our sources.



A Magma (US) "Super Nova" (NZ) FJ.
Photo from FJ Top To Bottom's Facebook Page

We're hoping to get our hands on a 2013 for a test drive soon (make sure you check our Facebook page for updates), so we're reserving official judgment on the Magma color until we see it in person. Maybe we can get some dirt time with a '13 TTSE as well!

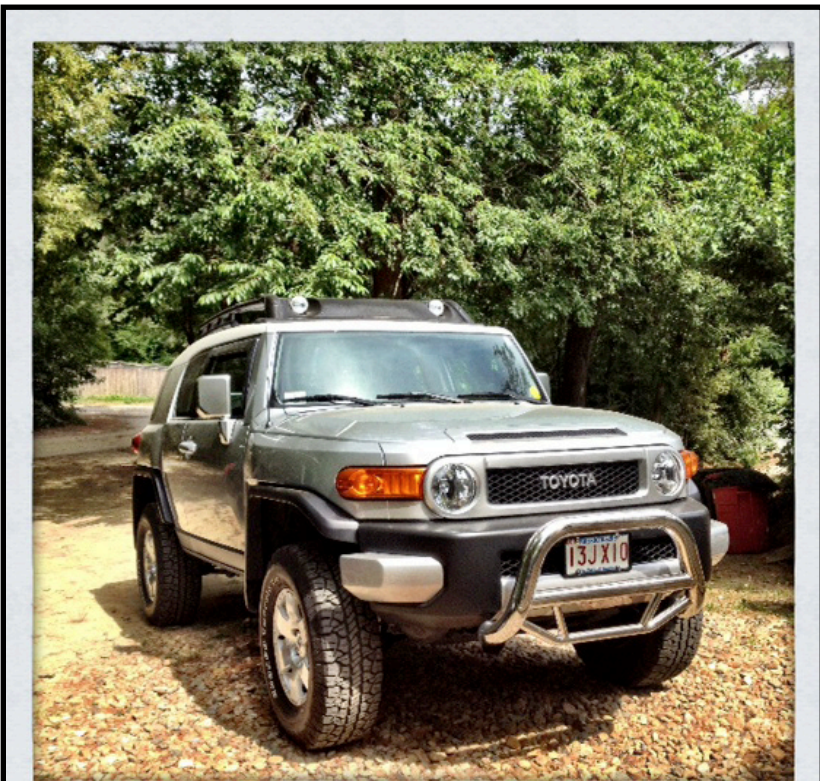
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Dennis Lloyd's FJC on Imogene Pass
2012 FJ Summit
Ouray, CO
<http://www.dennislloydphoto.com>





Marthas Vineyard 2012

**Top Left:
Nicks FJ in the mountains**

**Above:
Jesse's Sun Fusion from
Oklahoma**

**Left:
Jennifers Dads FJ
Marthas Vineyard**



Top Left:
Kens Land Yacht - New Jersey

Left:
Mikes 2008 on the beach

Above:
Joe from NV

Below:
Joe from NY at Rausch Creek

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Indel B Travel Box

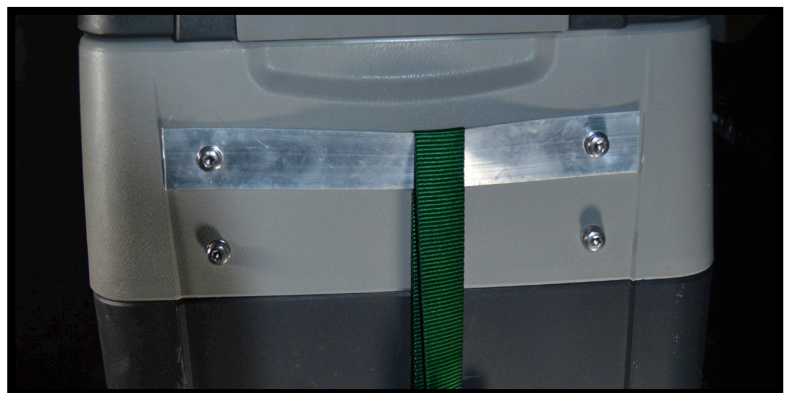
As our journey toward building our TRD FJC into a capable overland/extended camping (See Tacoma Magazine, Sept 2012 for my rant on that subject) has progressed, it became very clear that we would need a portable fridge sooner rather than later. Like many of you, we combed Expedition Portal and back issues of Overland Journal, along with other forums and recommendations from friends on which fridge to go with. While we'll be using the fridge often, we have no expeditions across Africa planned. Since we have a custom storage shelf in the back of the FJ, we didn't need a complete array of accessories. A basic, quality, easy to install and use fridge would do fine for us.



Before the 2012 Overland Expo last May, I called Paul May from Equipt Expedition Outfitters for his take on fridge options. After discussion our needs and some of the options, we decided to try the Indel B Travel Box. After reading through the Indel B Test & Comparison on the Equipt site, it seemed that this fridge would suit us just fine.

We opted to go with the largest version, the TB51a 50 Liter so that we would have the most storage available when on a trip. Each of the three models (31, 41, and 51) have the same footprint, the only difference is height. At 23" tall, the 51 model just barely fits in the back of our FJ on the custom platform. If it were any taller we'd have to use a slide to access it.

Installation was fairly straightforward, although a little customization was necessary in order for everything to fit in the back of the truck. Since we use the M-PAC Springtail rear storage bags, we had to modify the mounting of the cooler so that our back door closes properly. In lieu of the included carrying handles, I modded



two spar pieces of aluminum as hold-downs for ratchet straps. Since the fridge is often removed from the FJ, we needed something that's quicker & easier than standard bolt-down installation methods. While the aluminum is holding up OK, I will eventually replace these strips with steel to avoid bending.



Prior to installing the fridge, I added a 12v socket in the side of the storage compartment in the rear. This provides a perfect place to plug the included 12v adapter for the fridge in. Indel B includes a 110v power option as well, so when not in the FJ this fridge has found a permanent place on our work bench. The 12v socket works perfectly and keeps the cord out of the way of other gear that lives in the back of our truck.

A great feature of the Travel Box is a power cutoff switch, which is very important since (at the time of initial testing) we didn't have a dual battery system. The switch can be set for high, medium, or low voltage, which relates to the voltage on your battery when the fridge automatically cuts off. We set ours at high, which is 13v, to ensure we could still start the FJ in the morning. It's easy to adjust the temp in the unit, although it comes from the factory in centigrade, it's not difficult to switch to Fahrenheit.

During our Overland Expo - Arizona Strip - Utah Road Trip adventure this spring, we used the fridge non-stop for nearly two weeks without any issues. It was also installed for the FJ Summit this year, providing cold drinks to everyone in our trail groups. We've also used it for tailgating this fall, and it has served well keeping libations cold in the garage when not on trail duty. Luckily it's easy to clean since I managed to leave salmon inside with it unplugged for 3 days. It took a little bleach to remove odors, but the inside is as good as new now.



This fridge uses the same Danfoss compressor that many popular brands include, so we expect years of trouble free operation. The controls on the top of the unit are easy to use, although in our mounting solution it can be a little hard to read the current temperature. Still, keeping the electronics off the lid means less wiring combined with moving parts (which means less chance of breakage), so it's a tradeoff we can live with. The inside light and separate storage area for eggs or vegetables are great features as well.

The features of this fridge meet our needs and will serve most FJ owners well. Mounting in your specific setup will need to be figured out, so think of that before you order. The feature set matches many more expensive options, and at just \$700 MSRP for a 50L fridge, the price is certainly right. We're very pleased that Equipt has brought a great, cost effective fridge solution to our market.

If a great inexpensive fridge is on your list, this is a great option that's sturdy but not too hard on the checkbook. Having a nice cold beverage on the trail is definitely worthwhile!

SOURCE: Equipt Expedition Outfitters
<http://www.equipt1.com>



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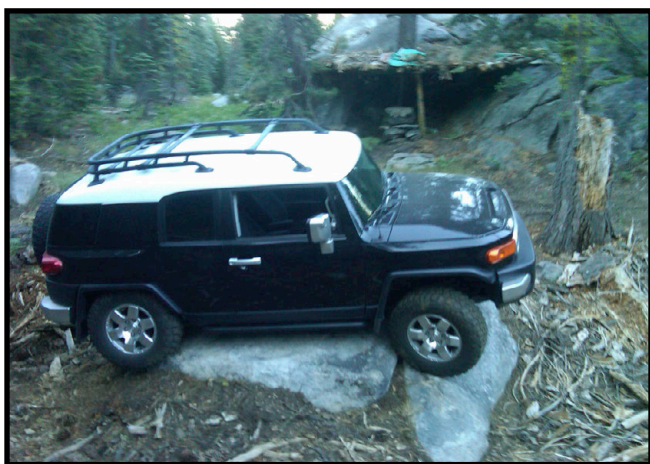


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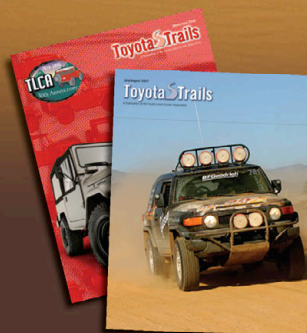


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Right:
Barry's 2012 Trail Team Edition
Long Island Beach

Opposite Page
Top:
Dave at Artists Palette,
Death Valley NP

Middle:
Jeff from California

Bottom:
Tims FJ in Moab



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front locker		11-16-2010 01:15 PM by cruiserfred ➡	7	181	4x4 / Off-Road
big news. Toyota CJ Cruiser in the		11-16-2010 09:14 AM	2,078	313,718	Picture/Media P
Toyota FJ Cruiser Mobil 1		11-16-2010 08:46 PM	74		Introductions &
2010 Slider Spacing Question		11-16-2010 10:36 AM	106		Maintenance Te
285 70 17 All Terrain - Who's got the best Deal on 5 of them?		11-16-2010 01:03 PM	458		Off-Topic Discus
Navigation radio		11-16-2010 01:02 PM	7		General Discuss
Stereo / Electro		11-16-2010 01:02 PM by Discount Tire ➡	3	84	Wheels and Tire



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SUMMER 2012 OUTDOOR RI

Our trip to OR started with a visit to DeLorme to check out their new inReach two-way gps/satellite messaging system. We had the opportunity to use the Spot Connect during the Idaho Overland Expedition and wanted to talk to the folks at DeLorme about the differences between the two systems.

DeLorme

The inReach message system connects, via bluetooth, with any iPhone/iPad/Android device through the DeLorme inReach app. The system offers gps tracking, S.O.S. messaging, and two-way messaging, a feature the competition does not offer.



Our second day at the show greeted us with an early morning meeting with GSI Outdoors to look at their newest products. The creative minds at GSI must have been working overtime because their booth was filled with great camp kitchen gadgets.



Among the new products for 2013 include a new insulated coffee cup, with integrated press. The outer shell can slide off and be used separately as a drink glass with the neoprene insulation remaining around the coffee cup.



Also new for 2013 is a line of flexible bottles. One set is designed specifically for holding condiments like mustard or catsup. The second set is designed to meet the TSA liquids requirements for airline carry-on. A third set is designed for liquor and is perfect for camping and backpacking!

GSI Outdoors

RETAILER SHOW

By Beau Johnston, LivingOverland.com

Cebe

Our next stop was at the Bushnell Eyewear booth to learn about their Serengeti, Bolle, and new Cebe lines of sunglasses. Serengeti and Bolle have always been on the forefront of design and cutting edge materials and lens coatings and now they are debuting their Cebe line of eyewear. The brand is geared for younger adventure travelers and has a long history in the European market. As with its siblings, Cebe offers brilliant frame materials and lens coatings. We found the Ice8000 and Wild to offer some of the more advanced and unique features including category 4 lenses and lightweight construction. These are some great looking sunglasses!



My Camp Kitchen

We were excited to see a familiar face at the OR Show. We first met My Camp Kitchen at Overland Expo back in May and when we read they were going to have a booth at the show we knew we had to stop by and say hello. Offering the only high-end, all wood camping chuck box on the market, My Camp Kitchen has well positioned themselves for this niche market. Their boxes are beautifully constructed and offer a style to satisfy multiple needs.



Beau Johnston is an avid overland enthusiast and author of *LivingOverland.com*, a blog about gourmet cooking, travel, and 4WD adventures.



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Second Edition • 100 Trails

GUIDE TO Arizona Backroads & 4-Wheel-Drive Trails



Charles A. Wells & Matt Peterson

Just Released: FunTrek's Guide to Arizona Backroads & 4WD Trails 2nd Edition Book PLUS GPS Data Card Now Shipping

We had a chance to test out the (very) beta data card and new Arizona Book during our mini-adventure to the Airzona Strip last spring, we really think FunTrek's as outdone themselves this time!

If you're familiar with their work you already know FunTrek's produces great guidebooks for many areas of the west. The concise descriptions, easy to follow turn-by-turn instructions, and topographic relief maps really make navigating any trail a piece of cake.

The new 2nd edition Arizona Book is the third in the new full-color format, and the fourth to use their integrated spiral binding. This edition adds 43 new trails that were not in the previous version, and each of the 100 trails in this book have been run by the authors. Vibrant photos, great information on all 7 areas of Arizona, and other tips & tricks make this a must-have for both new and experienced back country explorers.

As good as the book is, pairing with the available GPS data card makes the deal even sweeter! While we use a Garmin NUVI 350 most of the time, we were able to import the data into our iPad for detailed track and waypoints while on the trail. The cards work with most Garmin NUVI models

and other hand-held Garmin devices with data card slots (FunTrek's has a great chart on their website). Since the data on the card is in standard GPX format, virtually any device or GPS software can use the information. FunTrek's lists Google Earth, Basecamp, and several Android, iOS, Mac, and PC software titles on their website as being compatible.

Being able to simply look up at the Nuvi and know exactly where we are on the trail allowed us to enjoy the north rim of the Grand Canyon without worrying about where to turn next. The tracks were right on and the included topo maps work great on our model 350.

TRAIL LIST

Green = Easy, Blue = Moderate, Red = Difficult

Name	Pg.	Name	Pg.	Name	Pg.
AREA 1 MAP	18	34. Backway to Crown King	90	69. Backway to Mount Lemmon	164
Grand Canyon, Jacob Lake, Canyon De Chelly		35. Black Canyon Creek*	92	70. Rice Peak	166
1. Toroweap Overlook	20	36. Black Canyon City Overlook*	94	71. Chimney Rock	168
2. Jumpup Point*	22	37. China Dam, Ft. Tule*	96	72. Chivo Falls	170
3. Three Fire Towers*	24	38. Tip Top Mine*	98	73. Gunsight Pass	172
4. Fire Point, Timp Point	26	39. Terminator*	100	74. Gardner Canyon	174
5. Point Sublime	28	40. Crapshoot*	102	75. Bull Springs Road	176
6. Buffalo Ranch*	30	41. New River	104	76. Patagonia Mountains	178
7. Orderville Canyon*	32	42. Big Maggie May Creek*	106	AREA 6 MAP	180
8. Tater Ridge*	34	43. Box Canyon at Hassayampa River*	108	Kingman, Lake Havasu City, Parker, Peach Springs	
9. Saddle Mtn. Road	36	44. Wickenburg Mtns.	110	77. Chloride Mines	182
10. Hull Cabin	38	45. Vulture Mine*	112	78. Diamond Creek Rd.*	184
11. Monument Valley*	40	46. Hieroglyphic Mountains Loop*	114	79. Secret Pass	186
12. Canyon De Chelly*	42	AREA 4 MAP	116	80. Pass Canyon	188
AREA 2 MAP	44	East Phoenix, Payson, Apache Junction, Florence		81. Husapal Mountains	190
Flagstaff, Sedona, Cottonwood, Jerome		47. Fyessit Draw*	118	82. Moss Wash	192
13. Elden Mountain, Schultz Pass	46	48. Mt. Ord Lookout*	120	83. Bison Falls*	194
14. O'Leary Peak Loop*	48	49. Four Peaks	122	84. Mohave Wash	196
15. Cinder Hills OHV Area	50	50. Sycamore Creek*	124	85. Cattail Cove	198
16. Shirley Rock	52	51. Ralls OHV Area, West Side*	126	86. Backway to Desert Bar	200
17. Horseshoe Canyon*	54	52. Saguaro Lake Cove*	128	87. Vampire Mine	202
18. Woodchute Trail*	56	53. Ralls OHV Area, East Side*	130	88. Swanssea Townsite	204
19. Mungus Mountain	58	54. Bulldog Canyon	132	AREA 7 MAP	206
20. Red Rock Powerline*	60	55. Apache Trail	134	Quartzsite, Yuma, Ajo, Organ Pipe Cactus National Monument	
21. Outlaw Trail*	62	56. Montana Mountain	136	89. Plomosa Mountains	208
22. Greasy Spoon	64	57. Hackberry Creek	138	90. Sand Bowl OHV Area	210
23. Devil's Bridge, Van Deren Cabin	66	58. Walnut Canyon	140	91. Dripping Springs	212
24. Soldier Pass	68	59. Reymert Mine*	142	92. Harquahala Peak	214
25. Schnebly Hill Road	70	60. Woodpecker Trail, Ajax Mine	144	93. Belmont Mountain	216
26. Broken Arrow	72	61. Elvis Trail*	146	94. Kofa Queen Canyon*	218
27. Oak Creek Homestead	74	62. Box Canyon	148	95. Castle Dome Mountains	220
28. House Mountain*	76	63. Jack Handle	150	96. Laguna Mountain Ridge	222
29. Blue Monster*	78	64. Coke Ovens	152	97. Fortuna Mine*	224
AREA 3 MAP	80	65. Gila River Loop*	154	98. El Camino Del Diablo, East Side*	226
North Phoenix, Prescott, Crown King, Carefree, Wickenburg		AREA 5 MAP	156	99. El Camino Del Diablo, West Side*	228
30. Senator Highway, Crown King Road	82	Oracle, Tucson, Nogales		100. Organ Pipe Cactus N.M.	230
31. Desoto Mine	84	66. Tucson Wash*	158		
32. Turkey Creek*	86	67. Wild Burro Canyon*	160		
33. Bloody Basin Road*	88	68. Charouleau Gap	162		

TRAIL FINDER

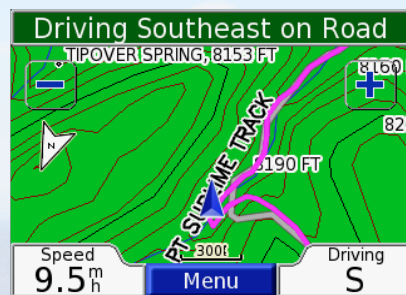
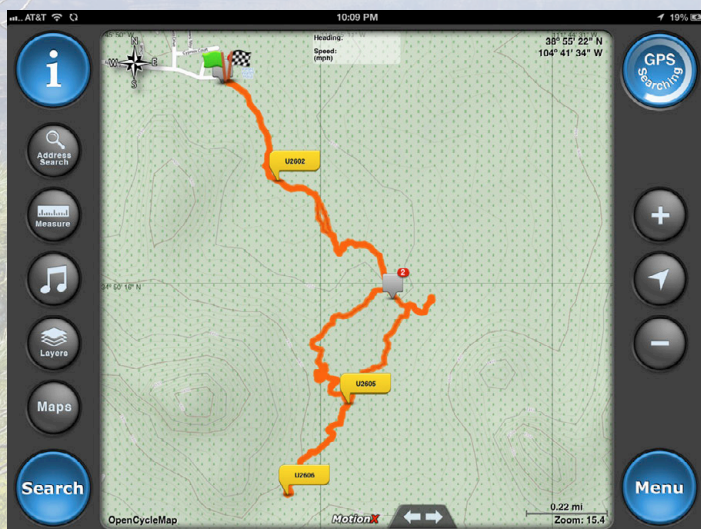
To find a trail, use list at left and map below to determine in which area a trail is located, then turn to the page indicated. Detailed area maps will direct you to individual trails.



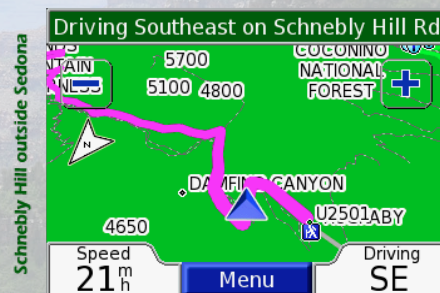
We found the information in the book to be very accurate, although some of the ratings seemed a little off. While the book shows different ratings for each part of the trail, there was an area along Timp Point trail that was listed green (easy) that had a few sections that should be

marked moderate. Our travel companions pulled a standard (non-offroad) trailer up that section and while they made it, it was a very rough ride. For most FJC owners though, the rating system FunTreks uses will be right on.

Source: www.funtreks.com



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