

TCT MAGAZINE



OCTOBER 2014 • VOLUME 7 • ISSUE 4

On The Cover:

A group of FJ Summit #8 attendees pull in to Animas Forks in Southern Colorado

photo by Shane Williams



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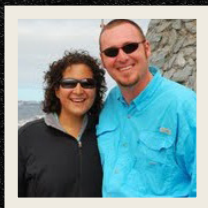
Shane Williams | Publisher
2006 TRD Tundra
2007 Lexus GX 470
Colorado Springs, CO



Jim Akers
2006 Tacoma
Colorado Springs, CO



Jonathan Harris
2005 100 Series Land Cruiser
Grand Junction, CO



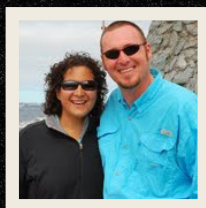
Krista Johnston
1998 4Runner | 1969 FJ-40
Casper, WY



Bob Holliday
2006 Tacoma TRD
Denver, CO



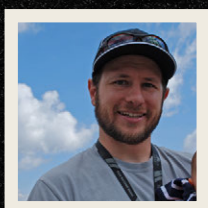
Phillip Jones
2007 4Runner | 2006 Tacoma TRD
Frisco, TX



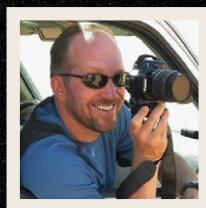
Beau Johnston
1998 4Runner | 1969 FJ-40
Casper, WY



NEW ADDITIONS!



Adam Durazo
2008 FJ Cruiser
Denver, CO



Daniel Markofsky
1993 80 Series Land Cruiser
Denver, CO



FROM THE PUBLISHER

To say the last few months have been busy would be a huge understatement. Since our last issue, the TCT Magazine team has attended events and trail runs around the country, and we have cumulatively clocked over 15,000 miles on our Toyota Cruisers, Trucks, and SUVs. We've chased down TRD Pro Trucks encountered on city streets, spent more time in southwestern Colorado than should be allowed by law, and traveled to the other side of the country to check out the Overland Expo East event.

Perhaps most importantly, our family (the Williams') made a decision that was the hardest conclusion we've come to since starting FJC Magazine in 2008: We sold our TRD FJ Cruiser. The fact is we weren't using her to her full potential, and after driving her less than 1,000 miles in 2014, we realized it was time to find her a new home. We listed her on the TCT website and FJCruiserForums.com, and completely surprising to us...she sold in the first week. What's even better, is that she's staying in the TCT Magazine family! Kayla Kotash is the proud new owner of our TRD FJ, and she's also the fiancée of Bob Holliday, our Trucks Managing Editor. So while the FJ is no longer in our driveway, we're sure to see plenty more of her in and around Colorado, and you'll see her in future issues of TCT Magazine.

We can now turn our focus to our next build: The 2007 GX-470. Heretofore the GX has served as family hauler and road-trip-machine, and that won't change. What will change is that we'll be adding a few key upgrades to enhance her trail ability, so we can safely explore some of the more interesting routes Colorado and other states have to offer. We're planning the build and hope to live-stream our mod-day in early December, so stay tuned for that!

As this issue is being pushed to over 40,000 Toyota Enthusiasts, the TCT Magazine team is in final preparations for our annual pilgrimage to Las Vegas, for the 2014 SEMA Show. We'll have at least 5 editors on the ground during the event, with updates to our website and social networks several times per day. This will be our best coverage of SEMA ever, and you can read in-depth analysis of the show in our Year-In-Review issue in November, so make sure you're subscribed!

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

Shane



Colorado Springs, CO 80923
www.tctmagazine.net

Published By

Zaxyn Media, LLC
Shane P. Williams | Publisher
Angela C. Williams, CSFA | Associate Publisher

Editor-In-Chief

Jonathan Harris

Managing Editors

Bob Holliday | Phillip Jones
Jim Akers | Daniel Markofsky
Beau & Krista Johnston

Associate Editors

Tim Mitchell | Electronics
Adam Durazo | Digital
Wes Craiglow | Overland
Colter Larsen | Special Events
Paul Thompson | Special Projects

Creative Director

Kimberly Proffitt

Contributors

Rob Anderson
Tyler Elser
Roger Moody
Dean Moran
Phil Swanson
Stan Wright

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New & Noteworthy ShockStrap

One of our favorite items from the Overland Expo this year was the \$20 ShockStrap. We are not sure if it's because this year's product line was light on innovation or because the ShockStrap is really just an awesome product. We think it's a mix of the two. I digress.

The ShockStrap is beautiful in simplicity. High quality hardware combined with a genius 500lb load rated shock integrated. Have you ever had a cam strap come undone?

Most cam straps have very little stretch. The ShockStrap allows you to effectively over tighten the load, compensating for suspension bumps on that motorcycle, a rogue piece of firewood or the all too squishy couch.

We've used ours for most of the above tasks and they are holding up nicely. The oversized zinc coated hardware rated to 3800 lbs breaking strength. The extra sharp biting surface of the cam teeth inspire confidence with any load we throw at it. When utilized properly, we have 100% faith in the ShockStrap ability to bring our gear home safe.

Available in a variety of colors and lengths, including the ever popular red from \$20



SOURCE: ShockStrap.com



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Anti-Dark: Never work in the dark again



Brad Rodecker (BeeR-add), founder of Anti-Dark hood lighting kits, has come out with a simple yet very useful addition to your engine bay. The Anti-Dark kits were designed for the 1st and 2nd gen Tacomas, however, they can fit nearly any engine bay

(some slight modification to the installation process may be required). Brad is a strong believer in putting out high quality products and offer top customer service with his products. If you have any difficulties with the installation process, he'll gladly help in any way he can to resolve the issue.

We had a chance to meet up with Brad during Rock Therapy this year and install a Pro-Kit on our 2nd gen Tacoma. I was amazed at the ease of install and quality that Brad put into this kit. The light output was enough to even illuminate the area surrounding the front of the truck, shedding light on your tools or beverages outside of the engine bay. Question I had to myself afterwards was, "why didn't I do this earlier?!"

So what's in it?

BASIC Kit (\$39.99 shipped, includes 1 year limited warranty): Wire, a waterproof fuse, a switch, some butt connectors, a terminal hook, a female tab, a little love, a sticker, and the LED strip... Everything you need, all-in-one package. Basic kit requires some assembly, takes less than an hour to install.

PRO KIT (\$59.99 shipped, includes 3 year limited warranty): 1 Pre-assembled and pre-soldered kit with the same specifications as the Basic kit. It comes with zip ties, zip tie adhesive mounts, a sticker, and the kit, all ready to be installed which takes about 20-30 minutes.

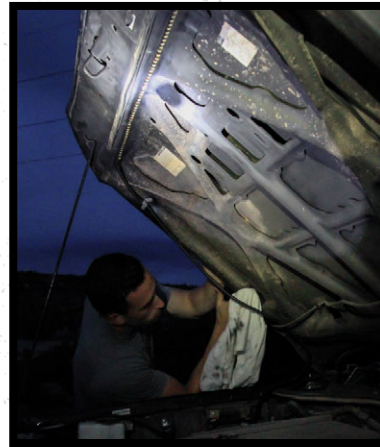
1. Clean the surface area where the LEDs will be going. Then using Brakleen or Acetone, make sure the area is completely clean, removing any and all dirt in the area.

2. Remove the backing on the LED (start where the LED meets the loom and be careful not to remove the adhesive). Apply LED strip centered on the



hood and take your time to ensure the strip is applied straight.

3. Apply full pressure for approximately six seconds to the LED strip. Move along in sections to allow full application along the length of the LED strip.



4. Attach the wire loom to the hood and run the wire down to the hinge. The Pro Kit comes with zip tie adhesive mounts to accomplish this.

5. Using a zip tie, attach the wire loom to the hinge hood. Run the wire loom under the windshield cowl for a clean look. The remaining wire will run

along the side of the engine bay to the headlight region. (depending on your power source, it can be either side. In my install, I had an auxiliary fuse block on my passenger side. Run along the driver side if you will be attaching to the main battery)

6. Disassemble the switch in preparation for install. Using the hole closest to the engine bay side holding the headlight in, insert the press switch and fasten. The supplied switch has an adjustment nut, which allows for height adjustment if needed.

7. Attach the wire to the bottom of the press switch and connect the fused end to the power source to check the grounding of the switch. If the light works properly, secure the switch and secure the power wire to the power source of your choice. If the light does not turn off with the hood closed, adjust the switch contact height as needed. Clean up any wiring as desired. Enjoy!

For more information on Anti-Dark, contact Brad at AntiDarkLights@gmail.com or check out his for-sale thread on TacomaWorld

For more photos and an install video, see the TCT Magazine iPad App: <http://tctmag.me/tctApp>

FJ Summit: BEHIND THE SCENES

By Shane Williams & Jonathan Harris ■ Photos by Angie Williams



Gorgeous BajaRack 4Runner

You already know that the annual FJ Summit in Ouray, Colorado is the premier Toyota off-road event in the country (perhaps the world). You know that every year hundreds of FJ Cruisers, Toyota Trucks, 4Runners, and Land Cruisers trek to Ouray, Colorado for a few days of trails, friends, and fun. You know that more vendors attend this event than any other, and the FJ Summit Raffle is legendary.

For our coverage this year, let's delve into some things you may not know about the FJ Summit:

- You may not know that the 5-day event takes more than ten months of hard work to plan.
- You may not know that of the eight years of the event, only a very few people have been to every single one.
- You may not know how rare it is for an event this size to be given access to trails in the way that the Summit is allowed.
- You may not know that without the countless volunteers who spend an entire week in Ouray helping the FJ Summit crew, this event would not be possible.



Demello-Toytec-Icon Party

On a very personal level, the FJ Summit is intimately tied to the publication you're reading right now. It was, after all, FJ Summit No. 1 that created a problem in the Williams household ... a problem of wanting to modify, discuss, and (obsess?) the already classic Toyota FJ Cruiser which resulted in this statement:

"You can do whatever you want to the FJ, just make it a tax writeoff." —Angie Williams, inspiration for FJC Magazine and CIO of TCT Magazine

Yes, we started FJC Magazine as a way to get tax credits for our off-road adventures.

I'd like to say it's still a tax haven for us, but I can't ... we've grown way past the hobby stage of publication.

So it should not surprise anyone that Angie and I have been to every event. I'm sure you're not shocked to know that our son attended his first Summit (he's on No. 4) at three months old, and our baby Alana just completed her second FJS (she was three weeks old at the 2013 event). At this point we've run just about every trail in the three counties surrounding Ouray. We've explored most of the backroads, experienced most restaurants, and have spent more than one evening discussing how we will someday live in Ouray county full time. I guess you could say the FJ Summit is in our blood.



Brenden Volunteering at his 4th Summit



Shane flying at over 11000 feet



Dons BajaDesigns FJC gets dirty—Photo by Jim Akers

FJS - Mountains - and Mines



The Original - Ty Boyack



While we've been to every event, and usually volunteer in some capacity beyond producing the annual event guide, Angie and I have never planned the event. The directors who are charged with ensuring the event happens spend more time, energy, and effort making this event greater than most of us can imagine. Instead of discussing all they do in the third person, I've enlisted the help of our Editor-in-Chief and FJ Summit Co-Director Jonathan Harris to detail some of what goes into the event.

I have a long overdue confession to make. I don't own an FJ Cruiser. Never have, and probably never will. I honestly never really liked them, and for our family, they didn't make practical sense. I went to my first FJ Summit out of convenience (it's two hours from my hometown). My intention was to remain a quiet participant, until I was asked to spot 40+ trucks down Black Bear Pass. I'm really not sure how it even happened, but suddenly I was there, doing something that few have had the privilege to be a part of. Later that month, Matt Robb let me know that the founding directors were ready to change pace and were retiring. They had laid the groundwork to a well-oiled, world class event, and Matt asked me to come on board. I thought, "no sweat, the event is six years old, it's probably on auto-pilot." Little did I know how much work, was ahead of me.

About 8-10 months prior to the Summit proper, the directors convene for a long conference call. We recap the previous year, catch up on life, and go over surveys and e-mails with compliments and criticism. Then we dive into "Next Year," words that were banished from our vocabulary until that very moment. We've found a groove and balance, I feel, in the myriad requisite tasks that must be done in a specific order and at a specific time. Project managers will understand the epic undertaking that is about to occur. We are in essence, planning the summer vacation for over 800 people. The pressure can be intense. Venue booking, permitting, and insurance acquisition take up much of the fall. In the spring, planning that will be more visible to the public starts. An example; last year, over 30 logo designs were sifted through, voted on and voted on again before a final logo was agreed upon. Trail leaders are scheduled, meal choices, trail times, and other activities and presenters chosen. Sponsors are courted, volunteers are designated and decisions are made on whether periwinkle or bluebird is the ideal color choice for the shirts. Weekly conference calls are held lasting deep into the night. Bourbon is consumed. Thanks to great technology such as google drive and free conferencing services, we are able to do all of our planning efficiently, without ever seeing each other, or our other contacts.

So why do I do this for an event that centers around a vehicle I will never own? The People! They keep me coming back year after year after year—the other directors, Chris, Matt, James and Ty, the volunteers, the residents and business owners of Ouray, the awesome vendors, and the participants. All of them come together for one week

Interacting with Summiteers



every year in the best place on the planet. One week where upbringing, income, background, age, race and sex don't really matter. All that matters are the relationships that we build and the things that we experience, which will stay with us long after your vehicle is gone.

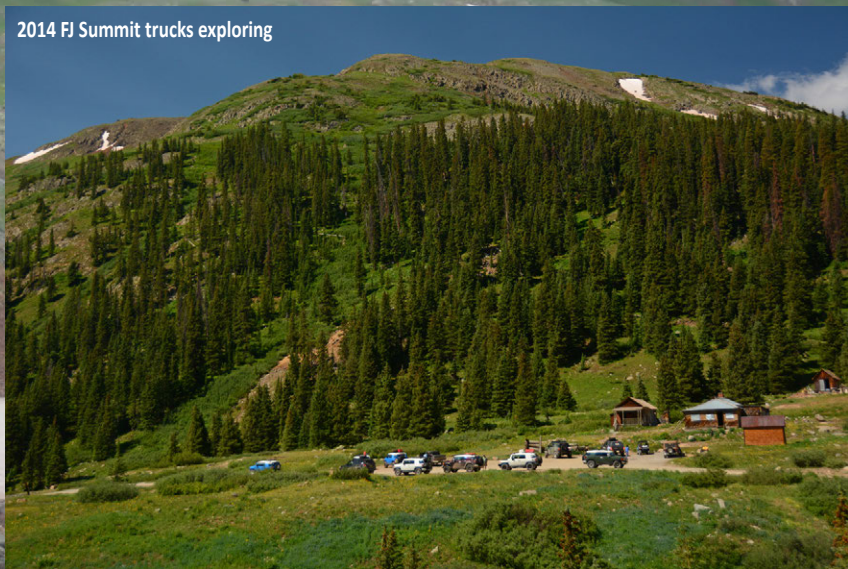
I want to talk to you about a pivotal moment for me, not only my choice to become a director, but my choice to become active in this community, in my own community and in my work. While spotting Black Bear that first year I met Deb. Deb arrived at the steps in a stockish FJ and was visibly shaken. She pulled me aside and told me she was scared shitless to keep going. I learned that she had zero off-road experience prior to the Summit. "Perfect!" I exclaimed, and took some time reassuring her and letting her know that I would be right in front of her all the way down the steps. I calmly spotted her to the bottom and noticed that look on her face was pure exhilaration. Later that night, everyone was out on the town, and Deb came running across the street at full bore and tackled me. We had a great laugh and even some tears. I saw her again this year and she was rocking a now less stockish truck this time with her daughter in the driver's seat! That one experience, and others like it, are why I continue to do it. New driver or seasoned pro, I hope you will consider joining me next year. You will not regret it. I haven't.

One of the best views on the planet



Did you learn something about the FJ Summit you didn't know before? Can you believe all of the steps that go into making the top Toyota event in the nation a huge success year after year? For 2014, the FJ Summit sold out in less than 10 hours. I'm starting to think for 2015 the directors may have to switch to a lottery system when registration opens ... to give everyone a fair chance of securing a spot. Either way, the 2015 event will be in July (exact dates will be available soon), so block out your vacation and start planning now. There is little doubt that FJS No. 9 will raise the bar once again. 🍷

2014 FJ Summit trucks exploring



Adventure and Healing with the Anasazi

By Roger Moody



A cool breeze lifted itself up from the deep canyons that stretched out below us as our casual group of adventurers arrived at our first destination just beyond the southernmost borders of Utah's Canyonlands National Park. The notion was simple, drive Land Cruisers (and a Jeep for good measure) on a backcountry route skirting along the southeastern edge of Canyonlands, in search of indigenous sites left behind by the Anasazi. The Anasazi, sometimes referred to as the Ancestral Puebloan (though referred to here as the Anasazi for simplicity sake) inhabited the American Southwest from as early as 6500 B.C. to as late as 1600 A.D. Primarily found in the areas the group was exploring are a variety of Basketmaker and Pueblo Era sites which would be characterized by cliff dwellings, pottery sherds, rock art, arrowheads, stone tools, and other lithic scatter. As the group exited the vehicles after a few hours of dusty, dry, rocky, and barren backcountry roads each set off to find a spot along the rim to experience the view stretching out beyond us. We had arrived.

Our group of adventurers was diverse: a doctoral student, lawyer, teacher, bioengineer, technology law enforcement, five year old kid, traffic controller, and freshman college student. Although each of us came from varied backgrounds, we all came to this adventure with a shared commitment to see and experience as many Anasazi sites we could possibly see while we worked our way along the edge of the park and over to the Dark Canyon Wilderness Area and Cedar Mesa.

Once each person had taken some time with the view that stretched out before us, each individual vehicle and its occupants found their piece of ground and began settling in for the night. Sleeping arrangements of tarps on the ground, inside



trucks, ground tents, and of course the requisite roof top tents were used. Beers were consumed; food was cooked using a variety of methods, including a slab of tri-tip cooked on the fire using two weenie roasters. As the sun set over the canyon just mere feet from camp, we enjoyed spirited conversation, banter, and solving the riddles of the universe, which seemed much closer as the canopy of stars came out to greet us.

The sun rose early and along with it came the desert heat. I was able to break slumber early enough to catch some of the early sun stretching out across the canyon below us. Attempting to be quiet, the low rattle of zip-zip-zip in small increments as I exited my sleeping bag permeated the silence. I was greeted by some of the local ground squirrels, ravens, and small songbirds, one of which greeted me (or at least the morning sun) with quite the auditory display. I wondered if they were as happy to be there as I was. The crew prepared to drive an additional couple of hours into the Beef Basin area just south of the Needles District of Canyonlands.



Beef Basin is aptly named as wide-open grassy areas fed by a variety of natural springs have led ranchers to run cattle in the basin for many years. All throughout the basin are a variety of Anasazi ruins, granaries, and other structures. It is believed that the indigenous utilized the same natural springs to provide water for basic subsistence and for the irrigation of crops farmed in the area.



Once in Beef Basin, the plan was to hike to a set of two story ruins that were roughly a mile from the end of one of the spur roads out of Beef Basin. In the desert however, things are rarely the same as you once remembered them. On a large scale, things remain generally the same as you can easily recall a particular rock formation or vast landscape, though on the contrary there are 'roads' with turnouts

and two tracks that can all but vanish with flash floods that are so common in the desert. This was no exception as I had a difficult time remembering where to park multiple vehicles on a narrow, sandy two-track in 98-degree dry desert heat where the metal mules won't block the road.



We began the hot slog to the ruins. Loading up with water beforehand and drinking along the way did little to alleviate the thick sand of the washes getting into shoes, working their way into socks and grinding on our feet. Beef Basin's dry desert heat that mid-June day took it out of

us, and after realizing we were much further than a mile or so, some questioned the sanity of our adventure. "We are very close," I tell them, "it will be worth it." We came around a small bend and from below we were able to view the ruins, making the march worth it. Some chose to scramble up to see the ruins up close, some began the endurance race of getting back to the cars, and since I had



previously been to the ruins I chose to see what I might find in one of the random washes below. Tucked under a large rock outcropping just out of the main wash were a small wall, faint pictographs, and a few potsherds revealing more about the history of the place.

Looking for some respite from Beef Basin's heat, we went straight for the high country of Dark Canyon Wilderness Area and the Bear's Ears. The Bear's Ears are two large mesas of



**BULLY
DOG**

TUNED

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similar size that when viewed from a distance look to be two large bear ears. Early maps of SE Utah have the Bear's Ears labeled in one way or another, indicative of the prominence in the area. The Bear's Ears are also important in Navajo (Dine') culture as they are viewed as a place of healing and a place of power. As Robert S. McPherson stated in his book, *"Sacred Land, Sacred View"*, "Stories associated with this landmark capture the importance of power, prayers, and protection and serve as a mnemonic device in the landscape to ward against treachery, deceit, and cunning"(McPherson, 1992). As we are all in need of healing in one way or another, we made camp on a paradisiacal grassy meadow just below the Bear's Ears, complete with deer, elk, cows, and solitude.

Author's Note:

You don't need a heavily modified vehicle to do this route. This entire route only required a high clearance vehicle and competent drivers.

Keep it simple. In my vehicle, we camped out under the stars every night, with a tent nearby as a backup if we had to set it up.

Bring less stuff.

All artifacts were placed back in their respective locations after handling.

The final set of ruins that the group collectively chose to see was that of the Dollhouse Ruin. From camp it required driving a solid hour or more of slow going high clearance 4WD roads. The Dollhouse is a unique set of ruins as it has (up until the last 6–10 years) been kept in a 'cult' type status. Those who knew the way were sworn to secrecy; people would take you there but not tell you how to get there, etc. As we turned off the main dirt road to a rutted-out two track, we knew we were close. Up above the Dollhouse is another set of ruins built up on the canyon rim. It has all collapsed though the foundations are all very visible. It was mentioned that potsherds can often be found near ruins, and eyes turned to the ground in search of discovery. Cleverly disguised sandstone flakes that look like potsherds stumped a few of us, though we found a plethora of greyware, black on white, corrugated pottery, and even some sort of handle along with stone chert flakes that appeared to have been flint knapped. As Colby, our youngest explorer began to discover some potsherds of his own, he and his father shared some bonding time together in search of evidence of the indigenous.

The final night was spent in a canopy of pines on cots and tarps under the stars. Satisfaction filled the air. We were in the right place. The morning came and we laboriously worked our way through breakfast, coffee, packing, and cleaning. We bid farewell to the Bear's Ears and made for home ... healed and feeling the power of backcountry adventure. 🐾



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The forested Oregon terrain attracts folks who enjoy the outdoors as well as those who wish to reside in the remote wilderness. As a result, situations can develop requiring coordinated rescue operations. These operations can span many miles from base to rescue resources. To avoid a breakdown in communications, temporary repeaters are necessary to bridge the airwave gap. Cory Smelser of Portland, OR serves as a volunteer communications technician and plays a vital role in filling that gap.

Cory participates with a search and rescue (SAR) group that specializes in emergency communications. His 1992 4Runner 4x4 has evolved into an ultimate off-roading communications response unit, as well as a



rescue and recovery rig. With a solid front axle, rebuilt rear suspension, and low gearing, his truck is the ideal remote access vehicle.

"Many areas in which we operate have no means of communication to the average citizen," explains Cory. "Often times we use our 4x4 team to get radio equipment to places that are difficult to access. I typically get sent to the top of hills or mountains to set up a mobile radio repeater, which provides a critical radio communication link between the search teams out in the field and base."



By setting up a repeater tower, emergency communications coverage can be expanded.

SAR operations also involve extracting stranded vehicles, conducting searches, and providing ground support for aircraft. Cory recently established a landing zone for a Black Hawk helicopter during a rescue operation for a man who had fallen down a steep slope in the Mount Hood National Forest.



A landing zone was established for this Black Hawk during a rescue operation.

The truck is equipped with several radios that Cory utilizes on a regular basis. "To the right of my shift boot is my CB. To the left is my VHF Icom that operates on amateur (ham), Commercial, and Public Safety frequencies. On the headliner I have a detachable faceplate Yaesu that is my main VHF/UHF amateur (ham) radio." Cory also improved the audio system with an Alpine head unit, Kicker speakers, and an amped subwoofer.

Powering the 4Runner is a stock 22RE with an LC Engineering header. The front-end is protected by a TJM T17 front bumper. The rear is secured with a Marlin Crawler rear bumper, and Trail Gear rock sliders protect the sides.

In August 2013, Cory made the decision to replace the front IFS with a solid axle. Using an axle from a Toyota pickup, he installed Trail Gear 3-inch lift springs, cross-over/high steer, and a U-bolt flip. He completed the front suspension with Bilstein 512 shocks. In the midst of this, he replaced the 4.10 gears with Yukon 5.29 gears and installed a Detroit Locker in the rear. Next up was the rebuild of the rear suspension. Using Sky's off-road leaf spring conversion kit, Cory installed 63-inch Chevy springs and long-travel Bilstein shocks. Driveshaft coupling was achieved with the help of a Low Range Off-Road driveline spacer. In the future, Cory hopes to install a dual transfer case, dual battery setup, a selectable locker for the front, and rock lights.



Front axle is ready to be attached.



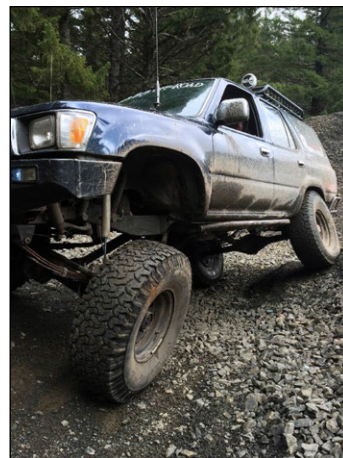
Low Range Off-Road spacer solves the needs for a driveshaft stretch.



The 4Runner emerges after completion of the leaf spring rear suspension build.

The truck is more than just a rescue rig. Cory goes off-roading with other Toyota trucks in

the Oregon wilderness and the Tillamook State Forest which he deems as the best off-roading in the area. When asked if anything has happened while out on the trails that has made him appreciate his 4Runner he said, "It's more of what hasn't happened on the trail that has made me appreciate my 4Runner. It is a very good feeling to know that your vehicle will get you where you need to go and back safely without hesitation."



Cory conducted a flex test following the suspension work.

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TOYOTA LAND CRUISER HUNDREDS IN THE HILLS 2014

By Stan Wright • Photos by Paul Gardner & Jonathan Harris

How often do you hear an event described as “Epic?” Each time I speak with someone, the last event they attended was the best event ever. They may have even described it as “epic.” Is it possible for an event to transcend the epic status and, if so, what’s the next level?

I look forward to any opportunity to travel in the mountains, especially with a few good friends. Event or no event, sitting around a campfire long after the sun has set is one of the most rewarding aspects of adventure travel. Campfires have the ability to invoke a primitive comfort inside all of us. The dancing flames, orange glow and inviting warmth can do wonders for your soul.



Photo by Paul Gardner

It’s no surprise that one of the many highlights of the Fourth Annual 100s in the Hills Event was the after-hours campfire. It’s where good conversation, belly laughs and star gazing took place each evening after the sun went down. 100s in the Hills, or HIH as it’s becoming known, takes place each summer in the beautiful and majestic San Juan Mountains of Southwest Colorado. Although we call it an event, 100s in the Hills is more like a gathering

of friends than it is a traditional event. The event headquarters are nothing more than an open area of Ironton Park situated along Highway 550 between Ouray and Silverton, Colorado. This stretch of mountain road has been dubbed “The Million Dollar Highway.” The origin of that moniker is still largely unknown, but legend has it that the cost of constructing this stretch in the 1920’s was one million dollars per mile. Another legend is that the dirt used to build the highway contained one million dollars worth of gold ore. I like to think it’s aptly named for the million dollar views the highway provides to its travelers. In the case of 100s in the Hills, that’s 35 of the luckiest 100 Series Land Cruisers from around the United States.

Thirty five may seem like a small number of vehicles for an event, but that's actually by design. The original idea behind HIH was to meet up with a few forum members from the 100 Series section of IH8MUD and camp together, putting real names and faces with the forum names and avatars we've come to know. Opposite of long nights around the campfire are long days on some of the most beautiful and famous off-road trails in the country. There is an emphasis on responsible off-road travel that focuses on the Leave No Trace and Stay the Trail ideals. In order to keep the environmental impact as low as possible, a maximum number of 35 registered vehicles has been set. This ensures everyone in attendance will feel connected and welcome as one close knit group and the original idea behind the event stays true to form. The event directors work tirelessly all year to continue that tradition. It truly is the recipe for an epic event.

The official dates for HIH 2014 were August 1–3. However for most attendees, the event started days or even weeks before that. This event has quickly become a centerpiece of summer vacations. Many attendees make this an overlanding trip of dreams, traveling thousands of miles over a 10–20 day period to attend. By the time the first trails of HIH are run, the dirt of Moab, Death Valley and the Arizona Strip is already clinging to the wheels and bumpers of the nicest and most traveled 100 Series in the country. As for me, I departed Denver early on Wednesday morning, two days prior to the event's official start. The plan was to meet up with four other well-built and well-traveled 100 Series Land Cruisers and enjoy a double-overnighter prior to arriving in Ouray. It's a grand way to arrive at HIH headquarters after already spending two days on the trail.

Thursday afternoon comprised of setting up camp and preparing for the onslaught on 100's about to descend on the campground. Arriving early has its advantages and the prime spots are those close enough to the campfire to enjoy, but far enough away to allow some quiet after you've had your fill. I selected a spot that a good headlamp beam would reach from the fire. I knew others would stay up long after I followed the light back to my truck and I'd be thankful for the distance between us. The majority of attendees made it to camp by 4 p.m. on Thursday with some of the later stragglers not pulling in until long after midnight. Even the latest arrivals were treated to a cold drink and fresh logs still being fed into the warm fire. The first night is about reacquainting with old friends and making new ones. It usually ends closer to when the sun comes up than when it set the



Photo by Jonathan Harris



Photo by Paul Gardner



Photo by Jonathan Harris

previous afternoon. The anticipation of what's ahead is similar to the night before a big game or Christmas Eve—it's ripe with excitement.

Friday morning broke with cloudy skies and the threat of rain. It had actually rained for the entire week leading up to the event. Slightly out of ordinary for Colorado, the Centennial State has seen an enormous amount of rainfall this year. While that may put a damper on many outdoor events, we weren't about to let that stop us from hitting the trails or hanging with friends. The upside of all that moisture was the amazing wildflowers in the high country. They were simply spectacular this year and there are few things better than being in pristine Colorado wilderness and bending down to smell our beautiful state flower, the Colorado Columbine. On the other hand, there was an abundance of Miner's Sock growing too. This puffy white flower is visually appealing, but it's also aptly named for its not so pleasant odor. All the kids at this year's event had a great time smelling this flower and laughing at its smelly sock odor. Robert Munsch would be pleased.



Photo by Jonathan Harris



Photo by Jonathan Harris



Photo by Jonathan Harris

Drivers had three trails to choose from Friday morning. The easy family run was Clear Lake Trail, located just north of Silverton, Colorado. This mild dirt road is a fantastic segue into some of the more extreme shelf roads of the area. Even though it's one of the easier trails, attention is paramount. You're traveling well above treeline and a mistake on this shelf road would most likely be your last. The views from the trail are some of the best in the state and the spots for this run filled quickly during registration. As with all the trails in the San Juan's, the beauty around you makes it difficult to concentrate on the task at hand. After a morning of fishing, hiking and relaxing around the lake, the members of the Clear Lake Run were treated to a secret route back to camp where wildflowers and majestic views dominated the windshield. This is a landscape photographers dream and the views from this secret trail didn't disappoint.

Friday's second and medium rated trail option was Imogene Pass. At 13,114 feet, Imogene is the highest pass in the area and the second highest drivable pass in the entire state of Colorado. It's also more difficult and much longer than Clear Lake. Imogene Pass connects the towns of Ouray and Telluride and at just over 17 miles, it takes a few hours for a group of 10 to make the voyage. The beauty and history of the area are stunning and you're almost forced to pull over now and then to take it all in. It's a requirement to stop

at what's left of the old mining town of Tomboy. In the 1880's, Tomboy was a bustling mining town, home to nearly 1000 year round residents.

It's hard to imagine life in Tomboy 125 years ago. That was long before Land Cruisers were climbing mountains and heated seats were warming backsides. The allure of striking it rich made folks do a lot of crazy things back then and Tomboy was a major producer of gold from 1880 until 1927. In 1897 the mine was sold in for an amazing two-million dollars. Today, Tomboy is just a skeleton of what it used to be with broken down buildings and old mining relics dominating the small area. Like many mining towns of the 1800's however, it's just one golden nugget away from reemerging as a boomtown.

Friday's difficult trail was the infamous and notoriously dangerous Black Bear Pass. This trail is one of the main attractions of 100s in the Hills each year. Very few trails invoke the emotion, fear and rugged beauty of Black Bear. Although from a



Photo by Paul Gardner



difficulty perspective, Black Bear growls more than it bites. There are very few obstacles along the route and a completely stock 100 Series can navigate this entire trail with little difficulty. Black Bear is the only

trail that is run all three days during HIH with many attendees saving it for Sunday, their final day. It usually takes everyone a few days to become accustomed to peering over thousand foot drop-offs and looming cliff edges and Black Bear is filled with such things. Most folks from outside of Colorado never get to experience anything like Black Bear, regardless of how much 4x4ing they've done. If most of your 100 Series driving is done to and from work for the other 51 weeks of the year, this road is sure to capture your attention. This being the family event that it is, a few of the wives took the wheel for the day and we even had a 16 year old at the helm of her dad's Land Cruiser. On the flip side, there were also tears shed and a few passengers who hit the eject button and walked down narrow switchbacks as opposed to trusting their partners driving abilities.



Photo by Paul Gardner



Photo by Jonathan Harris



Photo by Jonathan Harris

After all the trails are finished on Friday, the true colors of HIH are displayed back at camp. An enormous pot luck style dinner is served with each attendee providing a dish of their favorite local fare. If there is one thing you learn about this event, it's that 100 Series owners are serious about their food. Many meals are prepared prior to arriving and finalized over camp stoves, open flames and Dutch ovens. Immediately following this harvest is the enormously popular, much anticipated, and totally free 100s in the Hills raffle. HIH has some amazing sponsors who step up each year and give away thousands of dollars in products and prizes. The 2014 event was no exception. The giveaways included a rear bumper, a roof rack, suspension kits, LED lights, clothing, gear and thousands of dollars in gift cards to some of the greatest vendors in the industry. There is even a kids raffle. Prizes included glow sticks, toys and clothing from the sponsors. Seeing a young boy or girl jump up and down with excitement when their winning ticket is pulled is what true smiles are made of. There is no faking that excitement.

The rest of the weekend is much more of the same with the addition of the other local trails such as California Gulch, Corkscrew and Ophir Pass. Even Poughkeepsie Gulch, the most difficult trail in the area is on the agenda. After the initial excitement of Friday, the rest of the weekend is basically just good friends enjoying each other's company. Everyone mulls around camp, kids play

frisbee, ride bikes and chase each other around. It's a real respite from the standard event protocol that we've all become accustomed to. It's

more about getting to know each other and our families. Wives bond over similarities between their kids or husbands and conversations shift

from talking about Land Cruisers to talking about personal life. Things like hometowns, education, professions and even sports teams dominate the sounds echoing off the hills. It becomes less about 100s in the Hills and more about new friends and good conversation.

It's amazing how a warm campfire can bring a group together. It's confirmation that events like this showcase everything that's right about what we love. Friends, family, beautiful scenery and the idea that no matter where

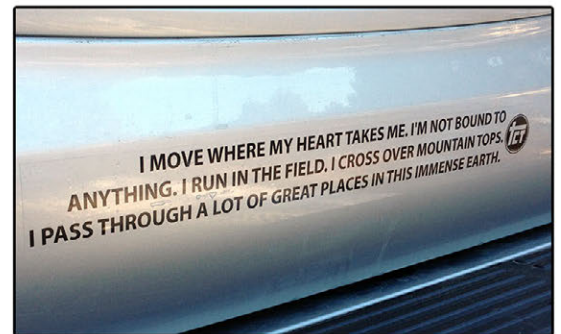
you're from, the mountains have a way of cleansing your soul, lifting your spirits, and inviting you back. See you next year! 🍷



Photo by Jonathan Harris



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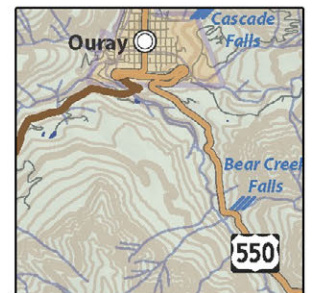
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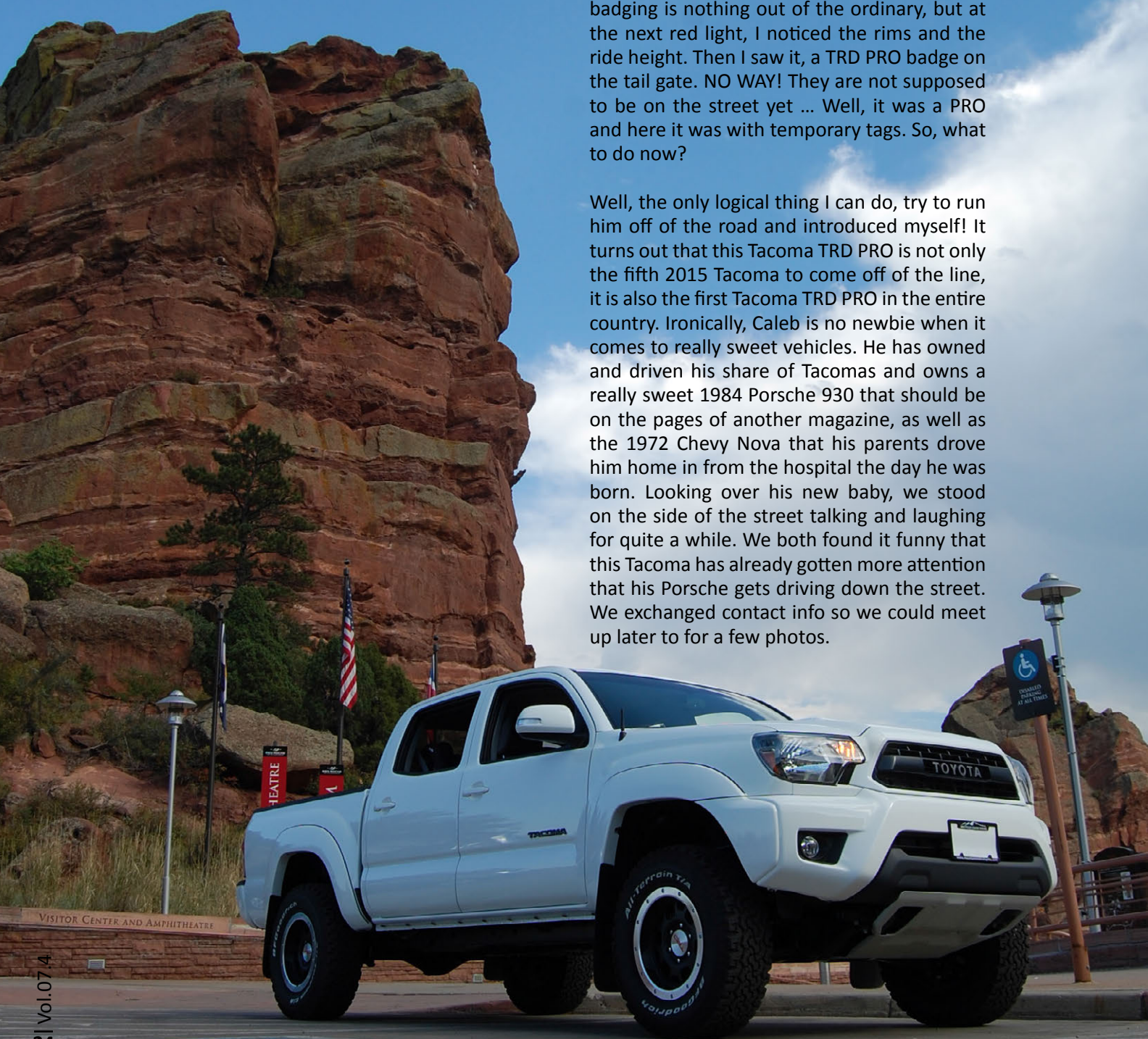



The First TRD PRO TACOMA

By Jim Akers

Driving down the street in Denver on a typical beautiful afternoon, I looked at the Tacoma next to me and realized that something wasn't normal. Of course seeing a Taco without badging is nothing out of the ordinary, but at the next red light, I noticed the rims and the ride height. Then I saw it, a TRD PRO badge on the tail gate. NO WAY! They are not supposed to be on the street yet ... Well, it was a PRO and here it was with temporary tags. So, what to do now?

Well, the only logical thing I can do, try to run him off of the road and introduced myself! It turns out that this Tacoma TRD PRO is not only the fifth 2015 Tacoma to come off of the line, it is also the first Tacoma TRD PRO in the entire country. Ironically, Caleb is no newbie when it comes to really sweet vehicles. He has owned and driven his share of Tacomas and owns a really sweet 1984 Porsche 930 that should be on the pages of another magazine, as well as the 1972 Chevy Nova that his parents drove him home in from the hospital the day he was born. Looking over his new baby, we stood on the side of the street talking and laughing for quite a while. We both found it funny that this Tacoma has already gotten more attention that his Porsche gets driving down the street. We exchanged contact info so we could meet up later to for a few photos.



A photograph showing the rear of a white Toyota Tacoma TRD Pro. The truck is parked on a dirt path, and the background features prominent red rock formations under a clear blue sky. The truck's rear window, taillight, and 'TRD PRO' badge are visible. A black bumper with a wood-grain texture is at the bottom. A license plate area with 'STATES TOYOTA' and 'testtoyota.com' is partially visible.

A couple weeks went by and our schedules finally got us together in a perfect location to photograph his truck. Red Rocks plus a white Tacoma TRD Pro are a beautiful combination! After an hour of waiting on clouds to pass and taking over 100 pictures, we were sadly done for the day. There is no doubt that I will be taking more shots of this truck!

TRD PRO

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While doing the photo shoot, Caleb informed me that one of his friends is waiting on his white TRD PRO 4Runner to make its way to Mountain States Toyota of Denver Colorado. I am really looking forward to shooting the two PROs together. Though I would love to find a white Tundra TRD PRO to make this a perfect trio (Hint: Toyota Denver Region). 🇺🇸

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Sardine Taco:

BAJA

ADVENTURES

By Dean Moran



"You're driving through Mexico, are you crazy, it's so dangerous, you might die." This is a common response we receive when telling people about our upcoming travels through this unaccustomed country. My usual response entails something along the lines of, "Really. What do you mean? Have you ever been there?" This is traditionally followed by an answer of, "Nooo. No, I've never been there."

In the overlanding community, it is a fact that Mexico stands out as a major highlight of any Pan-American adventure. This is mostly due to the country's abundance of culture, incredible food, warm people, and one cannot forget that it's great on the budget. As these parking





lot conversations arise before your departure, attempt to just nod and smile. Don't be rude. You know the real deal. You did your homework.

On Halloween of 2013, we headed West in the Toyota Tacoma (the Taco) on the Southernmost road in California. We were making our final preparations to cross into Mexico, at the Tecate border. This sleepy border town had no line and no stress, but we were rookies. There was no denying that we were nervous. After all, it was our first international border, and with us we carried a truckload of personal possessions that would be bringing us to the southernmost tip of South America. In the end, we psyched ourselves out for no reason. It was easy, and Baja was waiting with an abundance of possibility.

Baja has fish, and fish is good. We camped in Punta Conejo close to the river mouth. When I say river I am actually referring to the dried-up dirt arroyo that bared more resemblance to a Fred Flintstone highway. But over millions of years of floods and river deposits, a giant river rock reef translates into an abundance of fish to eat and waves to be surfed, making this desert wasteland a paradise to some. It was paradise to us. Sunrise surfcasting off the point was a guaranteed meal, or should I

say meals. It was here that enough fish were caught, in 45 minutes each morning to not only feed ourselves every day, but also our fellow campers. The fish was also provided to the landowner who happily accepted Pargo



instead of the small suggested camping fee. In the surf lineup they called me "the fish slayer." This was a good thing. Amongst the catches were Snapper, Corvina, and trigger fish, just to name a few. As a result of the ocean's bounty, we were able to invent new recipes and make some new amigos. When you catch your own



food, you don't have to buy food. It is like putting money in your pocket, which extends your trip. This is Baja.

On the Sea of Cortez we managed to find a less traveled nook not far from the highway and we were able to park right on the beach. The sea was calm and clear, like a toilet for the gods. There was no one around. "Let's get snorkley!" After about an hour of diving in the shallow crystal sea, I counted over one hundred chocolates in my black mesh bag. Chocolate pronounced, "cho-ko-la-tae," is a clam native to Mexico. "Clams for days" was the phrase of the week. When we craved some variety, we switched over to scallops. These were additionally as abundant as the clams, but required more work. In hunting for Scallops, the end of the shell peeks out of the sand like a shy man at a singles retreat. Armed with a gloved hand, I wrenched at the creature. After a period of strangling and struggling, the ten plus inch shell fish finally revealed itself in its entirety. The process of cleaning scallops is messy and takes some time, but when you're camping in Baja, time you have.



There are fish stories for days when overlanding Baja. I'm only scratching the surface. In addition to the surfboards and fishing gear, it is wise to pack a camera, because your friends won't believe you. When you are not surfing, you will be fishing, and when you're not fishing, you will be eating your catch. This barren desert is surprisingly abundant in sea life and if you should have the urge to fish, you will be successful. Besides remote camping and hunting for your meals, Baja provides plenty of opportunities for organized campgrounds (with hookups), cheap accommodations, and fish taco stands for miles. After not showering for weeks at a time, and finding fish scales in your pockets, campgrounds begin to provide a certain unprecedented sense of comfort. There is an ability to get a room in town, or gorge oneself on the never-ending array of tacos, simply due to amazing affordability of this region.



If you've spent time in the desert you know that it possesses a magical quality. You know the polarity of its landscape, representing both strength and an undying sense of unforgiveness. Baja is all beautiful, spellbinding, and dangerous rolled into one narrow peninsula jutting off California. It is best to remember that one must always travel with water, the proper recovery gear, and

perhaps extra gas. On some of the roads, you might not get a passer-by for weeks at a time. Also bring your warm cloths because Baja can be cold, depending on where you are at any given moment. And always bring paper maps because your GPS might stop working all of a sudden.

We spent over six weeks surfing, fishing, driving the dusty dirt roads, buying hundreds of fish tacos, and traveling with friends we made in the desert. The stars were bright and the whales were swimming, but, as always, there is a time when one must move on. We drove the Taco aboard a two story ship, parked on the top deck exposed to the sky. We were the only non-commercial, non-tractor trailer truck aboard the crowded vessel. The sky was clear, the truckers were drunk, and we departed La Paz before sunset. We set up camp as if we were back in the lonesome desert, popped the top, and spread the blankets. On the chilly clear night, the constellations were stunning. In less than twenty hours we landed in Matazalan, Mexico. 🇲🇽



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Pelfreybilt Gas Tank Skid

By Phil Swanson

Pelfreybilt has been in business since 2012, offering Toyota Tacoma owners a well machined product line with great customer service. The owners are a husband and wife team, with Satin heading up the ordering and customer service and Tyler designing and fabricating the products. They offer a variety of armor products including front and rear bumpers, sliders, and front to rear skid plates for 2005+ Tacomas. We will focus on their newest product, the Pelfreybilt Gas Tank Skid. At only 32 lbs., the 10 ga. steel adds plenty of security knowing that your gas tank won't be damaged while off road. Installation is very easy thanks to a great design by Tyler. If you have the TRD Off-Road model, use the hardware from your OEM tank skid for installation of the Pelfreybilt skid. Tacomas that do not have an OEM skid need tank hangers with attachment points, but the OEM skid comes standard on the TRD Off Road models.

First, make sure your vehicle is stable and chocked before climbing underneath.



Remove the four factory nuts that are holding the OEM gas tank skid in place (two in the front and two in the rear). Once the four nuts are removed, the OEM skid will drop down rather easily and will expose the four bolts on the gas tank straps.



These bolts line up with the holes in the Pelfreybilt gas tank skid. I found it easiest to get these four bolts and nuts slightly on before moving to the front of the skid and installing the two supplied bolts, spacer, and nuts on the frame cross member. It is best if you have a friend to help wheel the jack with the skid in place and then lift it up to line up the bolts.



While laying under the vehicle have your friend roll the jack under to approximate location and then lift up on the jack to get it in place and loosely put on the front two nuts.



The Pelfreybilt skid has a bit of a bow to it, so it is best to move the jack toward the rear of the skid in order to get the two rear bolts to line up. This part of the install is easier if you have less gas in your tank. Once you have tightened down the four nuts, torqued to 30–35 lbs. on the underside of the Pelfreybilt gas tank skid, you can move onto the front two bolts supplied by Pelfreybilt.



These get installed into the frame cross member and torqued to 45–50 lbs.



Once all six bolts and nuts are installed, you are done. You won't have to worry about your tank getting damaged on the trail ever again!



My favorite part of this design is the way Tyler fabricated slide points for the bolts that come out of the OEM strap.



The design causes rocks to slide over the bolts without shearing them clean off. Pelfreybilt has a price tag of \$200 on the gas tank skid right now.

We look forward to seeing more great products from Pelfreybilt in the future, including a new Aluminum front bumper designed after their popular steel plate front bumper. This aluminum option has identical features, but comes in at only 55lbs instead of 110 in the steel option.

For more information please check out Pelfreybilt's website and or find them on Facebook and Instagram with the username Pelfreybilt.

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Oct 2014

Install: Helton Hot Water System

By Tyler Elser • Photos by Beau Johnston

Let's face it, no matter how hard you try you are going to get dirty when out in the field. As well as baby and wet wipes work for a couple of days, nothing beats an honest to goodness hot shower to clean up and feel civilized again. I chose to go with the Helton Hot Shower kit from Cruiser Outfitters to provide on-demand hot water for our showering needs. Always one to tinker, I chose to not use some of the supplied components and instead created a custom setup that seems to be working better for my needs.



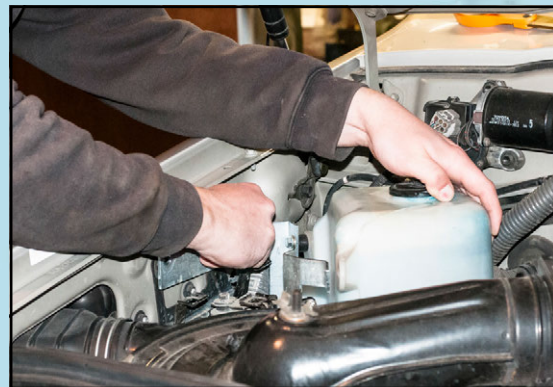
The Hot Shower Kit from Cruiser Outfitters contains Price: \$335.00:

- Heat exchanger—HE1A
- Shower head and pump
- 2 coolant line T-connectors (not used)
- Bumper bracket fitting kit (not used)

We also used the following components:

- 5/8" ID coolant hose (3'–6' depending on heat exchanger mounting location)
- (6) 3/8" hose clamps
- (4) 5/8" hose clamps
- Misc. nuts and bolts (for mounting bracket)
- 3/8" ID high temp fresh water hose (10'+ depending on your setup)

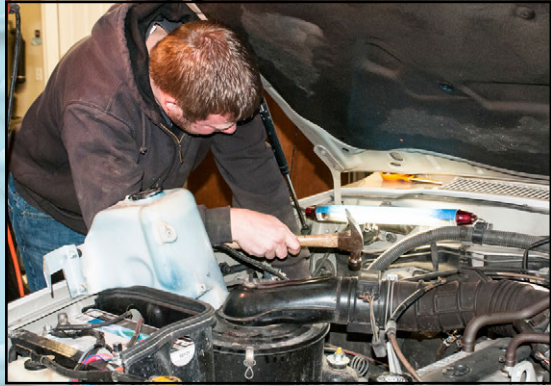
- (2) 3/8" brass male quick-disconnect shutoff fittings with 3/8" NPT female pipe
- (2) 3/8" brass barbed fitting to 3/8" NPT male pipe
- (2) 3/8" Brass female quick-disconnect shutoff fittings with barbed ends
- 1/4-20 UNC stainless steel mounting hardware



I decided to mount the kit's heat exchanger to the passenger-side inner fender. I had previously installed a second battery and my Slee Offroad Windshield Washer Relocation Kit needed to be detached to gain access to the inner fender.



the free-fit diameter for 1/4-20 UNC bolts. I then installed the 1/4-20 mounting hardware, with the bolts sticking up through the fender, and secured the heat exchanger in place.



With the windshield washer reservoir removed, I was able to select a location for the heat exchanger on the inner fender. Using a center punch and hammer, I was able to dimple the inner fender where the mounting holes would need to be located.



I used a sharpie to help identify the mounting hole locations and then drilled the holes out using a step drill bit to a diameter of 17/64"—



I chose to utilize the FZJ80's heating system's temperature control valve (TCV) to adjust the amount of coolant traveling to the heat

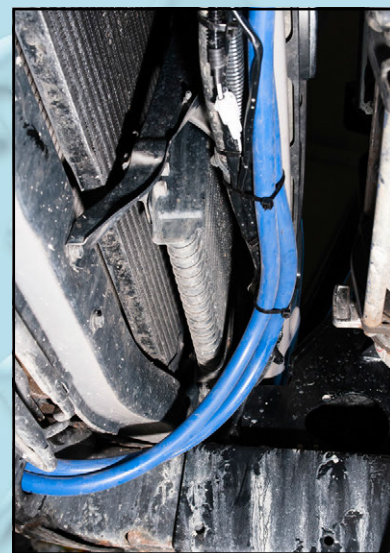
exchanger. The TCV is located on the top of the firewall and controls the amount of heated coolant that is passed through the Land Cruiser's heater core. By replacing the U-shaped loop of coolant hose with the heat exchanger, I can control the temperature of the shower water in the same way I can control the amount of heat in the Land Cruiser.

I first started by draining some of the coolant from the radiator. The TCV is one of the highest points in the system, so it does not take much to get the coolant down below this point. Once the coolant level was lowered, I removed the U-shaped loop coming from the TCV by cutting the hose clamps and sliding the hose off. I then ran new 5/8" ID heater hose from the TCV to the heat exchanger and back, tightening everything down with hose clamps.



I chose to not use the supplied bumper bracket kit and instead to install a set of quick disconnect fittings. I decided to mount the fittings on the ARB bumper just below the passenger-side headlight. The location would give me easy access and still protect the fittings during travel. I marked off the location with a center punch and used a step drill bit to create the mounting holes in the bumper.

After cleaning up the holes with a small file, I applied some paint to the exposed metal. I applied some Teflon tape to the male barbed fittings, slid on a backing washer, and then threaded on the male quick disconnect fittings.





With the quick disconnect fittings installed, I set out to route the 3/8" heater hose. Using zip-ties to secure them in place, I ran the pair of hoses from the heat exchanger, down along the frame rail, through the hole on the driver-side of the front cross member, and up to the bumper. I was careful to avoid the exhaust manifold and all moving parts when routing the hoses.

I finished everything up by splicing into the hose for the supplied shower and connecting the two female quick disconnect ends. Doing so allows me to quickly connect the pump and shower head to the heat exchanger lines when we get into camp after a long, and dusty, day on the road.

Final Thoughts

I am really impressed with how easy it was to install the shower and how well the shower performed on this summer's trips. The folks at Cruiser Outfitters had a great suggestion on using the system. They suggested that when I get into camp I should leave the truck running, connect the shower head and pump, place both in our water bucket, and let the water recirculate while I set up camp. Once I am ready I can simply turn off the truck and we can take our showers. The method worked really well, although I learned not to take too much time setting up camp—man that heat exchanger is efficient, heating up the shower water faster than I expected. 🍷

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f/11 1/800s 55mm





Red Cone, Colorado | Daniel Markofsky



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FJ Summit #8 | Angie Williams



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f/18 1/160s 18mm





Poison Spyder, Moab | Stan Wright

FRAMED
f/13 1/125s 18mm



Cruisers at the Crossroads of the West CruiserFest 2014

By Jonathan Harris

Driving to Tooele (Too-ILL-uh) for the first time, I had no idea what to expect. Located in the next valley west of Salt Lake, Miller Motorsports Park rises out of the myriad of farmlands and cookie cutter sprawl. Enter the main gate to this 85 million dollar megalith of concrete, asphalt and steel and you are as likely to see individuals as you are entire families engaging in every form of motorsports imaginable. You will find go karts, supercars and bikes galore circumnavigating the four main paved tracks. At this point you are wondering how your dusty, creaky and less than speedy Land Cruiser will fit in and more importantly ... where you will pitch your tent. You navigate to the back corner of the course and suddenly it all makes sense.





As you enter the off-road area, the building to the right contains the most complete selection of original Land Cruisers in the world. 40+ vehicles are displayed (while many more are hidden away waiting for a planned expansion to the main building) ranging from the FJ25 to the complete cast of 70 series models used during Expeditions 7 adventure (see page 77). Continuing down the road you see a rock crawling course on the right and a large grassy area, said to have been installed by Mr. Greg Miller specifically and exclusively for the enjoyment of Cruiserfest attendees. The vehicles on display represent most of what Land Cruiser has to offer. Throughout the day on Saturday, presentations from luminaries like the aforementioned Greg, Scott Brady, Bruce Dorn, Kurt Williams and Jeremiah Proffitt among others, presentations that are worth the price of admission in and of themselves.



What really sets this event apart from others was the method of arrival for many of the participants. Nearly half of the 100+ vehicles in attendance traveled to The Beehive State via overland expeditions from Moab, Grand Junction, Denver, Preston and City of Rocks, descending upon their final destination. We did not have the opportunity to attend one of the expeditions this year but thoroughly enjoyed the journey in 2013 and WILL be back in 2015.

CruiserFest is hosted by Greg Miller every year, usually in September, at the Miller Motorsports Park in Tooele, Utah. Learn more about this year's event and sign up early for the 2015 event at <http://CruiserFest.com> 🇺🇸





Pulled Pork Breakfast Tacos with Roasted Pasilla Cream Sauce

2014 CruiserFest Recipe by Beau & Krista Johnston

The beauty of this dish is the simplicity of the Roasted Pasilla Cream Sauce; which can be prepared ahead of time and pureed in a blender, for a smoother consistency, or prepared in the field for a more rustic consistency. Pasilla chilies, also known as poblano chilies, can be found in most grocery stores and are identifiable by their shiny, dark green color and heat-shaped profile. Pasillas produce a mild heat when cooked and are as versatile in their use as this cream sauce is.

Ingredients:

1 tablespoons (1/8 stick) unsalted butter
1/2 cup chopped onion

1 pasilla chile, charred, peeled, diced

1/2 cup heavy whipping cream

1/3 tsp salt

Dash of pepper

8 – 6 inch corn tortillas

1lb pulled pork

6 eggs – scrambled

1/2 cup Pico de Gallo



Directions:

Melt 2 tablespoons butter in heavy large skillet over medium-high heat. Add the onions and cook until translucent, about 4 minutes. Add the diced pasilla chile and cook for 1 minute to blend flavors. Add the heavy cream and bring to a boil. Reduce the heat to medium and simmer until reduced and the cream coats back of spoon, about 6 minutes. Transfer the sauce to a bowl and let cool. Makes 3/4 cup of sauce.

Assemble the tacos by placing 2 oz of pulled pork onto a heated tortilla and top with scrambled eggs, 1 Tbsp Pasilla Cream Sauce, and 1 Tbsp Pico de Gallo. Serves 4 🌮



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Introducing The FJ UTE The 4 Door FJ-40 from Red Line Land Cruisers



By Shane Williams

As I chat with Justin Robbins about the frame in front of us, I'm reminded of the scene in *Days of Thunder* (don't hate) where Harry Hogge (Robert Duval) is speaking to the frame of his latest race car creation. Justin is a lifelong Cruiser lover and his passion for building amazing trucks permeates this not-so-little shop in eastern Colorado Springs. While we've known about this project for quite some time, seeing it rise from an aging 80 Series, a shiny new aluminum body, and parts strewn about brings this vision a little closer to reality.

For the uninformed, the FJ UTE is Red Line's soon-to-be-classic model of custom Land Cruiser. Built upon a standard 80 Series chassis (including axles, engine, trans, etc) using the new Aqualu 4 Door FJ-40 aluminum body, with a starting price of a mere \$49,900. Considering the only other option available heretofore start well north of \$110k, the idea of exploring with my family in a custom truck like this is truly a dream come true.



As chassis 001 though, this truck will not be exactly 'entry level'. The FJ UTE that's coming to life as we speak will be on the floor at SEMA 2014 in Las Vegas, just a few short weeks from when you read this article. SEMA trucks, but their very definition, are neither entry level nor stock. With that in mind, Justin wanted this first FJ-UTE to maintain the spirit of a relatively low cost custom 4 door Land Cruiser, so his upgrades for 001 make sense, but don't necessarily break the bank.



other drivetrain components have either been rebuilt or replaced. New wheels, tires, seats, interior, and a custom roll cage will complete the ultimate SUV for Land Cruiser enthusiasts.



While the finished truck won't be revealed until the show opens on November 4th, we're planning to sneak in to Red Line at every opportunity to see how she progresses. In my opinion this vehicle should be the mold for all future Toyota SUV creations, it fills every block for a great family explorer. I hope Toyota Corporate is paying attention, because for much less than a modern 200 series LC, my family can be rolling in a fairly modern and very reliable version of the iconic FJ-40 Land Cruiser.



The Aqualu body has been tweaked in a few ways to make the UTE stand out, including a shorter rear overhang to help departure angle on steep trails. The drivetrain on this truck, while maintaining stock components, is being completely overhauled. The engine has been rebuilt, cleaned, and polished to be SEMA-floor-ready, and most

If you're interested in driving an FJ-UTE of your own, get in touch with Red Line soon. They're already accepting pre-orders and as of our publish date, four have already been reserved. Justin is taking deposits to guarantee your place in line for 2015 production units.



FJ-UTE 001 Features

Upgraded Suspension Package:

- Red line adjustable rear upper and lower control arms
- Slee front and rear pan hard rods, 4" extended stainless brake lines
- Old Man Emu 2.5" lift
- Radflo Ultra performance shocks.
- New Sierra 4:88 ring and pinion gears, front and rear master bearing kits for the ring and pinion from Cruiser Outfitters
- Front & rear axle rebuild kits also from Cruiser Outfitters
- Front & rear drilled and slotted rotors

Recovery & Armor:

- Come up 9.5rsi winch
- Standard Redline FJ-40 style front bumper ready to hit the trails
- Red Line FJ-UTE sliders in factory 40 style with a modern off road rock slider design
- Roll cage similar to our family roll cage kit for the FJ-40, with the same front knee bar design while extending the cage to the rear of the UTE for all passenger protection

Interior:

- Standard heat and a/c unit with floor heat ports & adjustable dash mounted louvers
- IDIDIT black powder coated tilt column with Dakota Digital cruise control
- Custom NARDI Italian black leather / stainless steering wheel
- Corbeau Black Baja RS seats. Reclining + sliders both front and rear
- 3rd Row OEM FJ-40 jump seat upgrade
- Dakota Digital FJ-40 cluster with silver back face and red backlighting

- Marine water push/pull switches with custom knobs in early 70's era FJ-40 style
- Lokar 12" black transmission shifter with overdrive button
- Modified Toyota T-Case shifter
- Dynapad floor mats, with sound and heat deadening
- 12" wide black Tuffy console with a lockable radio slot & arm pad

Lighting

- Vision X 7" DOT LED headlights
- Vision X, X-Mitter low profile 3 bulb light bars in 10° and 40° beams on the front bumper
- Tail: NOS OEM 1970-1973 FJ-40 tail light assemblies & NOS OEM tail reflectors.
- Front: NOS OEM late 60's era round amber blinkers
- Front bib: NOS OEM 1968-1969 FJ-40 amber parking lights
- Side marker lights: ½" diameter LED lights front and rear

Wheels & Tires

- Level 8 Guardian 17x9 aluminum wheels
- Cooper 35x12.5x17 MT tires

Exterior

- Aluminum HARD TOP option will be coming this winter: removable with upper hatch and full aluminum doors with electric windows
- FJ-UTE 001 will be the test mule for a 2 stage powder coating: base color coat + clear coat. Color is equivalent to OEM Toyota Free Born Red
- Line-X coatings are optional for the interior floor and underside of the body.
- Black soft top will have zip up windows resembling the original factory soft tops

DRIVETRAIN UPGRADE

- Rebuilt drivetrain components: motor, trans and t case.
- Engine is fully rebuilt and dressed for SEMA
- All aluminum parts were cleaned, bead blasted and clear coated.
- All cast iron is semi-gloss black with clear coat.
- The T-Case was fully rebuilt with a Marlin Crawler 3.0 to 1 low range gear from Slee Offroad.
- All bearings and seals are OEM Toyota.
- Stainless steel bolts replaced all OEM hardware to keep a beautiful engine bay!
- The 4.5L 1FZ-FE was worked over with some custom porting in the head.
- We utilized all new Toyota parts when possible on this!
- Upgraded exhaust: Exhaust is cat back Borla stainless unit, Borla muffler and rear tail pipe will be coupled to our custom stainless mandrel bent tubing mating the mid-section to custom stainless cat's and factory black coated manifolds
- Base model exhaust will be a galvanized unit custom fit for the flute, using the factory cats and manifolds with a new muffler.

Expedition FJ-UTE Package

Endless Horizon Outfitters has come on board with Red Line to create an "Expedition FJ-UTE". They have come on board and supplied us with the National Luna Dual Battery Kit, National Luna 50qt Dual Weekender fridge and Tembo Tusk slide for the fridge. These will be standard in the Expedition Utes. In addition, a camping stove and cooking quarters will also be installed in the passenger side cargo area of the EX-UTE.

Red Line is producing 4 trim levels in the FJ-UTE:

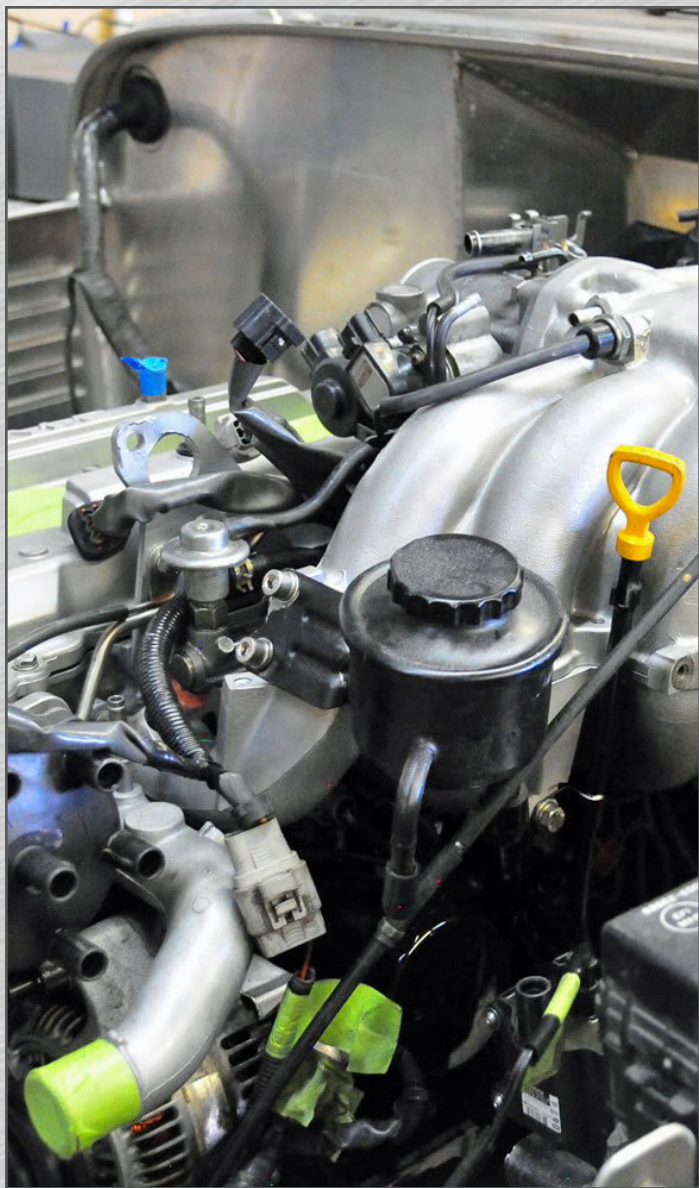
- Tier 1: \$49,900 Base model. Options and upgrades are available
- Tier 2: Base model with upgraded tires, wheels, suspension, rebuilt drivetrain. Additional options and upgrades available. Starts at \$85,000. (FJ-UTE 001 is basically a Tier 2 model)
- Tier 3: Base model with 470hp Is3, auto, Atlas 2 speed, rebuilt axles, tires, wheels, Expedition Unit available. Additional suspension, armor, options and upgrades. Starts at \$100,000.
- Tier 4: "Sherpa" FJ-UTE. Full tilt 470 hp Is3 auto, Atlas 2 speed, rebuilt axles, tires, wheels, suspension, armor. High class interior: client chooses color and textiles specific to needs, wants, and desires! Starts at \$150,000.

The FJ-UTE is also available in kit form for those who like to 'tinker'. It starts with the base body for \$15,000 and optional components are available.

Contact Red Line Land Cruisers at (719) 210-0101 or online: <http://redlinelandcruisers.com>

Our partners in this adventure include:

- Radflo Suspension
- Cruiser Outfitters
- Dakota Digital
- Endless Horizon Outfitters
- LED Enviro Works
- Level 8 Wheels
- Come Up Winch USA 🇺🇸



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[REVEALED] Toytec Lifts

By Shane Williams



Over the last 10 years Toytec Lifts has strived to become the top name in lift kits and accessories for Toyota Cruisers, Trucks, and SUVs. Like many other great success stories, Doug Gosh started Toytec as a part time gig in his garage. Today his company occupies thousands of square feet of warehouse space in Northglenn, Colorado and ships well over 300 packages full of custom lift kits, parts, and accessories every day.



The unassuming building in an industrial park still includes the original small sign from when Toytec moved in eight years ago. Inside, thousands of lift kit parts and accessories are waiting to be transformed into Toytec Lifts. While Toytec's original lift kits used mostly off the shelf components, today the Toytec BOSS kits are custom designed by Doug and his team to exact specifications. Each kit is assembled right in the warehouse by skilled technicians, professionally boxed, and shipped to your door.

Toytec has been a part of our extended family since 2008, when we started FJC Magazine. In fact they were our very first advertiser and have supported our efforts in nearly every issue (January 2008 being the only exception). We've tested prototype parts, spent time with Doug and Sarah at events around the country, and have come to call the entire Toytec family our friends. I figured it was high time we show off a little about what Toytec does to keep thousands of Toyota enthusiasts fully modded up and ready for adventure.



Toytec's custom shocks and springs are designed and tested in the rocky terrain all over Colorado before they're included in any kit. Each piece of aluminum in a Toytec Lift Kit is machined by one of several shops right in Northglenn, and only the best hardware is used during the assembly process. While bare aluminum is most popular, Toytec sells kits components in black, red, and blue aluminum as well.



Thinking of building your own coilovers? Unless you have access to an industrial spring compressor, save yourself some time and frustration by getting a pre-built setup. Technicians for Toytec build hundreds of coilovers every day so they're experts at making sure they're setup perfectly.



Old Man Emu, Bilstein, Radflo, Eibach, and Icon Vehicle Dynamics are just some of the brands Toytec stocks to ensure you get the exact lift kit you want. Most kits are fully customizable via their website at toyteclifts.com and you can always call their technicians for expert advice on the perfect setup.

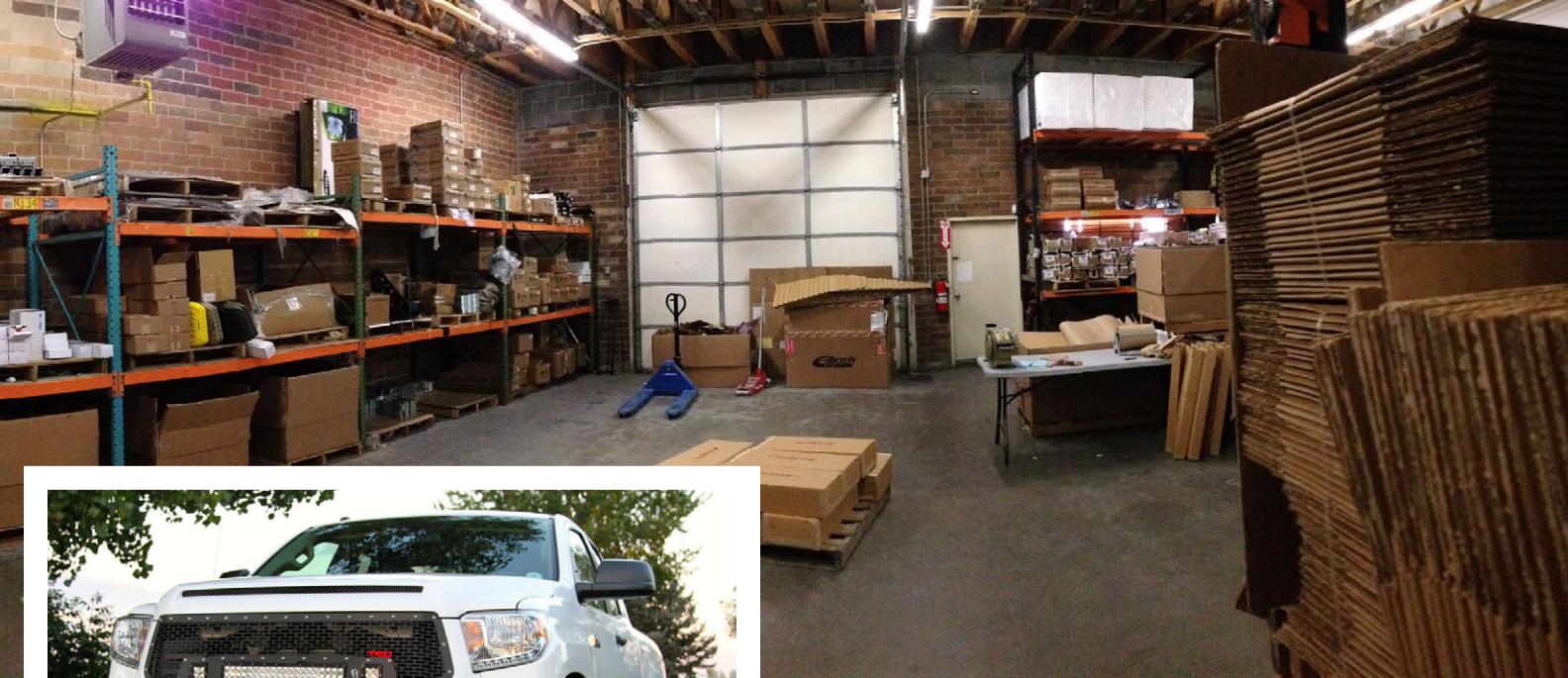


I asked Doug how he managed to build one of the largest Toyota Lift Kit companies from the ground up, and his answer was very simple: contestant contact. Doug and his team answer hundreds of e-mails, phone calls, and support questions every day, and their very active on most Toyota online forums as well as social networks. Doug has always maintained that if he stands behind his product and gives great support, the rest will fall in to place.



While Toytec doesn't install lifts at their location, they have dealers around the country (and the world) so most people can find an installer nearby. Many Toyota dealerships choose to install Toytec lifts on their inventory vehicles, so you can get dealer-backed service for your Toytec lift. Their brand-new website even shows a handy map of dealer locations for easy reference.

For the third year, Toytec will be at SEMA show in Las Vegas this November. This year they're stepping things up a notch: they'll be in booth #36125 with the all-new 2014 Toytec Tundra. This supercharged beast on 35" tires includes plenty of RIGID LED Lighting and of course the epic Toytec BOSS Tundra Kit. Look for more coverage of this awesome truck in future issues of TCT Magazine.



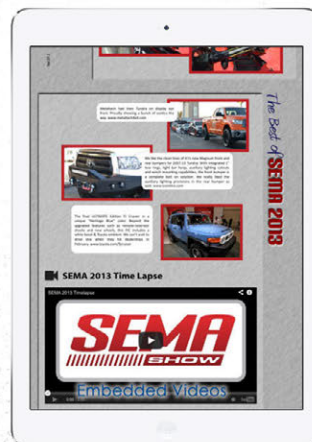
Toytec Lifts continues to grow by keeping it simple. They take care of their customers and provide a level of personal attention not found in many manufacturers. Doug & his team are standing by ready to help you find the perfect lift kit and other accessories for your Toyota Cruiser, Truck, or SUV. 🇺🇸

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Vehicle SURVIVAL Skills

By Rob Anderson

Photos by Colter Larsen and Shane Williams

There wasn't the violent surge of the vehicle as one might expect. There was a subtle thump of the rear tire that signaled something was wrong. A quick inspection proved a flat tire, further inspection the spare tire was also flat.

With the light rain turning to snow, they jumped into action. In an already cramped single-cab pick-up they couldn't huddle together, and the steel of the rig would only rob them of precious heat. While one quickly collected firewood, the other two set about making a shelter from a tarp found in the back of the truck. Soon the three were bundled close, as a roaring fire projected heat under the small tarp. The next morning a passing truck stopped to help. They survived a night where temperatures plummeted into to single digits and light snow filled the forest.



Nearly 80% of the recreationists that find themselves in a survival situation did so because they did not take simple precautions. They did not tell someone where they were going. They failed to check the weather. They completely disregarded the need to carry survival gear. Are you prepared or know what gear you should keep in your vehicle for a survival situation like this? Let's break this down into six categories of fire, water, shelter, food, signal, and first aid to make sure you are prepared the next time you venture out.

Fire

The ability to get a fire going in any condition is a vital skill that provides not only warmth

when temperatures drop, but has the additional benefits of providing motivation and a resource for heating food, purifying water, and serves as a source of light. Learn how to prepare a fire pit, complete with reflective wall, in all conditions including rain and snow. Master at least two methods for creating fire, the first with a striking tool such as a metal match and the other a primitive technique (i.e. bow drill) so you are ready in any situation.

Always carry emergency fire starting materials in your vehicle. Great options include egg cartons (paper) with saw dust and candle wax, fire pucks, windproof matches, a striker, and windproof lighter. Additionally, keeping a small phonebook, stuffed somewhere dry, is a great source of tinder as one can easily tear out a few pages. Keep a small hatchet in your vehicle for splitting wood into smaller pieces or to get to dry layers when the wood is wet. It is critical to have your materials ready when you need to get a fire going. Gathering enough dry tinder and wood, ahead of getting your fire started, is a great way to ensure your success and get you on your way to improving your situation.



purified and you have large quantities of fuel accessible for you fire.



Water

Most people walk around dehydrated every day. When in a survival situation we do not have the luxury of rehydrating at a drinking fountain or simply stopping in at a convenience store to buy a cool bottle of water. Water is one of the key factors that leads to stranded back-country enthusiasts not making it through survival situations. Finding, filtering, and consuming water is a must when you find yourself stranded. Too many people have succumbed to dehydration when a simple day trip turns into a multi-day struggle to survive. Instead of resorting to techniques sensationalized on popular survival shows, it's better to go prepared. Filtering your own urine through rattle-snake skin is not the answer to resolving dehydration.

Basic rule, carry enough EMERGENCY water (minimum 1 gallon per day) in your rig for 2 days multiplied by the number of seat belts. For most rigs, with two seat belts in the front and three in the back, this should be around 10 gallons in reserve. If you wind up alone, you have more H₂O, if the family is along you have enough to get you through the first 24 hours at least. A pot for boiling water and gravity filter are great additions. Boiling is great if you have large quantities of water that needs to be



Shelter

Some rigs are large enough that you can crawl up in and you may be able to snuggle in your vehicle and keep yourself warm by using the heater. Be careful though, and ensure you have enough fuel, no exhaust leaks, and your vehicle's body is sound enough that exhaust doesn't enter the interior. However some rigs aren't comfortable to sleep in and the surrounding metal body can quickly sap away body heat. In summer months, the heat in the vehicle can amplify to unbearable temperatures. In most cases it's good to get out and build shelter and control the climate around you the best that you can.

In winter months keep a tent or, at minimum, a space-blanket tarp with you. If you have to set up new residence, staying dry and controlling the immediate environment is important. In summer months add a mosquito net to keep you comfortable. Don't overlook the

advantages of sleeping bags and foam pads for the ground. In areas with lots of things that wiggle on the ground, consider a hammock. Remember to keep nylon cordage wrapped around tarps for set-up.



Food

You need calories, so take them with you. Think of all the hunters who come home each season with little in the freezer. Berries have short seasons, the wrong mushrooms can be unforgiving, and most weekend recreationists can't tell the difference in what is safe to eat. The best plan is to keep a few things on stock as you venture out.

Most vehicle-based recreationists keep an ice-chest filled with a few sandwiches and snacks. A few years ago a stranded family lived for two days on what was in their picnic basket until they were rescued. The rule here is keep enough food for three-days multiplied by the number of seatbelts or passengers your vehicle holds. Canned spam, dried fruit, cereal bars, jerky, and bags of oatmeal compact nicely in a small satchel in your rig.



Signal

At some point you may need to call for back-up and in fact shucking your pride could save your life. Whether it's a buddy, the Sheriff's

department, or an entire army of strangers, calling for help might be what gets you back alive. Keep in mind that even though we are a connected world through our smart-phones, when you're 75 miles from the nearest pavement your device is almost certainly useless.

Your vehicle should be your mobile communications center. CB radios are good for rig to rig communication, if you know others are on your frequency. Better, is the 2-meter amateur radio. You will need a license to be legal, but getting your ham ticket grants you access to repeater systems that increase the network of help when needed. Keep road flares handy if a rescue has been instituted your review mirror can be popped off to get the attention of air or ground searchers. The tire that was ripped to shreds earlier in the day can be burned to send a dark and oily smoke that gets much needed attention. Also a PRB is great item when you need to call out for help.



First Aid

The method of injury usually dictates the size of first aid kit you want onboard. Since you are working with machines in the 4-digit weight category, you are going to want to cover many of the bases. Common opinion is to carry only what you know how to use, however if you are hanging with a group of guys that have advanced care training, they can always dig into your kit. Also, if you are hours away from a hospital, you are going to want something comprehensive. Don't forget about training. Consider going beyond the basic first aid course and signing-up for a Wilderness First Aid course through institutions like N.O.L.S.

As a basic kit, look at what EMTs carry in their kits. You are going to want to cover the full spectrum. Think trauma when building your kit. Winch lines break, rigs roll over, guys get scalded by broken radiator lines. You will also want to keep a small kit for simple cuts/abrasions accessible with all the small stuff so

you don't have to dig into your bag. Side-note: if you are not trained to perform something, the main rule is "do no further harm".



Summary

In surviving a catastrophe there are really three groups to look at using the 10-80-10 rule. The first 10-percent of people simply don't survive an accident. The last 10-percent seem to just make it through no matter what. The middle 80-percent are most people who, if prepared to survive and if not, become a detriment to others. Go and explore the world, but be prepared if you wind up in a real world experience. Train now, pick your gear, and learn how to use it. Keep simple rules in

mind like letting others know where you are going and when you will be back.

Rob Anderson is the owner and chief instructor of Adventure IQ and provides several survival training courses. He has been a Ground Combat instructor, led search and rescue teams, provided back country first aid training, and has over 30 years in adventure and experiential skills facilitation experience in North America, Europe, Middle East, and Asia. Learn more about Adventure IQ at <http://adventureiq.wordpress.com>

Editor's Note: Way2Tread (a subsidiary of Zaxyn Media and sister of TCT Magazine) periodically offers 3-day Vehicle Based Survival courses throughout the western states. During the course you'll gain hands-on experience with the tools and techniques to keep you safe and get you home in the event of a survival situation. To learn more about Vehicle Based Survival including future course dates, visit Way2Tread.com



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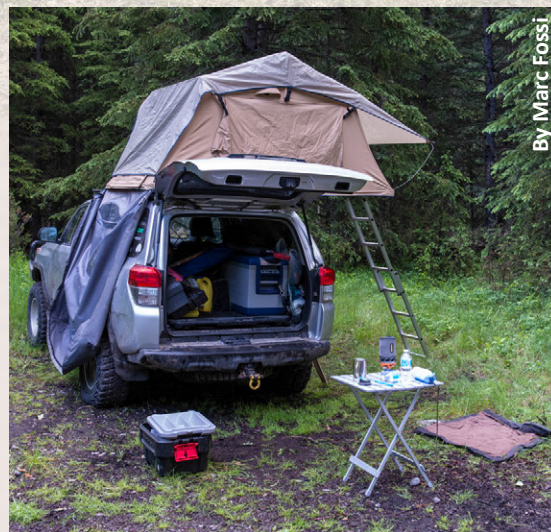


By Marc Fossi

Marc Fossi purchased a 2011 Trail Edition 4Runner primarily for improved trail accessibility for fishing. It wasn't long before Marc saw the potential for what his new truck could do. We asked Marc about the evolution of his build, where his truck has taken him, and what the future holds.

Like many serious off-roaders, when they purchased their 4Runner, they didn't have plans to take their new truck down the off-road modification path. Something along the way occurs that ignites the pursuit of a more aggressive rig. What's your story?

I formerly drove an Acura TSX, which I loved, but I also love fly fishing. The TSX wasn't really made for the gravel roads and dirt tracks I encountered when heading to my favorite fishing spots. The forestry



By Marc Fossi



By Addison Rickaby

service roads along many of the steelhead rivers in B.C. are especially challenging. When the Acura lease came to an end, I decided to get a 4x4. I'd always loved the look of the 4Runner along with Toyota's reputation for reliability. Since it was also my first 4x4, I wanted to learn how to use it properly to avoid being stranded and having to be rescued. I found a local group called the Canada Toyota 4WD Association. I registered for the association's off-road driving course. The day after the first

course, they always conduct a trail run. I chose to participate. I loved the scenery out on the trails and developed an off-road addiction. As I started going out on more trails, I realized I wanted to do modifications so that I could tackle bigger obstacles and more trails.

What armor and suspension components have you installed?

I have a full set of BudBuilt skid plates along with Bud's bump-out sliders. The front bumper



By Marc Fossi

is an ARB, which carries a Warn 9.5xp winch. I currently have a CBI rear bumper on order. The wheels are matte silver Stealth 6 from Stealth Custom Series. On top, I went with a Baja flat utility rack for holding an ARB rooftop tent. I recently upgraded to Icon shocks and Total Chaos upper control arms.

Any engine, electrical, or interior modifications?

I added a pair of X-Ray HID off-road lights, ARB fridge, and a Yaesu three-band radio.

What future modifications are you planning?

When the rear bumper arrives, I'll install a set of Icon Expedition coils in the rear to hold up the extra weight. I also have some Total Chaos gusseted tabs and rear lower link skids waiting to be welded on. A long-travel suspension might be in my future.

What adventure destinations have lured you and your off-road buddies?

I've been out to Whipsaw Trail a couple of times now and it's a beautiful trail with lots of scenery. Eventually I'd also like to make



By Addison Rickaby

it down to Moab. For me though, I really love doing some exploring, especially down in Crowsnest Pass. It's a great place to camp and there are so many trails in the area that I've never been on.

Anything happen on the trail that made you appreciate your 4Runner?

Everything on the trail makes me appreciate my 4Runner. It's an excellent combination of comfort and capability in a reliable package. 🐾



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Function Meets Reliability: ComeUp Industries Winch

By Jim Akers

COMEUP WINCH



We are all familiar with what we use a winch for and that there are so many brands on the market. How do you choose the right brand for you? My thought? I try to find the best bang for my buck.

Function

All brands function the same way. You unspool them, connect to a winch point, and pull yourself out of trouble or over an obstacle.

Reliability

All brands are put together with the same essential parts, but that is where these basic similarities end. I have used a few of the other brands out there and we have disassembled several of them to investigate what sets one apart from the rest. Some have bigger brushes. Some have different types of braking systems. Any way you look at a winch, they are purchased and installed to get you out of a situation that you do not want to be in and usually at a time that is less than optimal. That being said, this is one mod that you should not skimp on the quality.

Product Tested

I chose a ComeUp DV-9s to complete this build. The ComeUp DV Series (12 and 24 Volt DC) offers high performance self-recovery winches with 9,000, 12,000, 15,000 and 18,000 pound line-pulling capacities. Here are details of the DV Series winches:

1. Features hardened steel 3-stage planetary gears.
2. The series wound motor system utilizes a built-in thermal detector.
3. Heavy duty sealed contactor ensures protection against moisture.
4. Industrial grade waterproof remote control with a thermometric LED indicator that automatically alerts if the motor is overheating.
5. External automatic full-load cone brake structure (CBS) provides superior braking and is ideal for synthetic rope. The CBS system is also an adjustable true friction brake and provides the most brake surface area of any winch on the market.



6. All DV Series winches are available with wire rope. The DV-9 & DV-12 light are also available with synthetic rope. All DV Series winches are compatible with the optional wireless remote control kit.

One thing that really stood out for me was their creation of the Cone Brake System (CBS). One important feature of the ComeUp Self-Recovery winches (including the DV-9s) is the patented Cone Brake Structure "brake outside the drum" brake system. With the increased use of synthetic rope on today's winches, the ComeUp external brake system allows the heat from the brake to dissipate easily, whereas with the typical internal drum brake the synthetic rope acts as an insulator keeping the heat in the drum. This heating of the drum can cause brake fade, slipping and failure, damage to the rope, and deformation damage to the drum. The CBS system is also an adjustable true friction brake which utilizes a large friction material surface area to provide superior braking.

Here is some more information on ComeUp that helped with my choice of their winch for my build:

The ComeUp brand is rated as one of the highest quality winches in the world. ComeUp has exclusively manufactured winches for over 39 years. ComeUp is the only winch that has the distinction of taking driven vehicles to both the North and South Poles, traversing the most hostile and rugged terrains on the face of the Earth. The ComeUp Premium Quality Winches' reputation for quality, durability, and innovative engineering earned its selection for use by Arctic Truck on these expeditions. The expedition to the North Pole was captured on the popular international television series "Top Gear."

Installation

Installing a winch is pretty straight forward when using an ARB bumper. Four bolts, a little wiring, remounting the shell on the base mount and it is installed. I decided to mount the ComeUp control box inside the engine compartment to save room for a Rigid Industries 20-inch light bar. I did run into one issue during the install. When you use a synthetic rope on a winch in an ARB bumper,

you will need to find an offset fair lead. A friend of mine was also running into the same issue with his synthetic rope loaded winch and his ARB bumper. He found Custom Splice out of Lawrence, Kansas and talked them into helping us with this dilemma. Not only did they design an offset fair lead, but they made it a full 1-1/2" thick to push out past the recessed winch opening in the ARB bumper.

With the help of ComeUp Industries, ARB 4X4 Accessories, Custom Splice, Bob, and Eric my installation is now complete.

Function, Reliability, and great friends make me a happy individual! ❤️



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Free Membership!

100 Series Cutting Board Install

By Jonathan Harris



I first saw a tailgate cutting board attachment at Cruise Moab a few years back. The utility, cleanliness and simplicity appealed to me both for food use and just as a sensible replacement for the stained and tattered carpet cover that was on my cutting board. A friend of mine gave me a rough cut board that he had acquired from a kitchen supply store. Not having a router or other tools required to give it a polished look, it stayed in my garage, not on my truck. Enter the LabRak Cutting Board. Located in Bend Oregon, Owner Shane Walters has a mind that is always moving at 1000 kilometers per hour. His designs are known for their complex and painstakingly detail oriented craftsmanship. His new cutting board is exacting in its build quality and and painstakingly simple. It was simple enough that we decided to install ours on a camping trip in the middle of the rocky Mountains in Colorado.

Using just the tools pictured below (libation of choice to be determined by the installer), we were able to install the cutting board in about 30 minutes, including breaks for photography and notes. Marking holes



with a 1/16" drill bit (LabRak recommends a spring punch but we had to improvise), we drilled out each hole with a step bit to 7/16" and installed the toggle nuts. The food grade HDPE cutting board tended to pinch our fingers when tightening the toggle nuts with the electric drill. This is where the butter knife was useful. Our Coleman Max cutlery set has

seen some miles but this was likely the most unique mission. Using the butter knife to maintain tension provided an easy fix. Tightening from left to right across the board and realigning as necessary was all it took



to finalize the installations. We were cutting steak on the board by the end of the night.



Since installation, the board has been used on every camping trip for food prep and serving. It's textured surface keeps beverages from sliding off the edge but also makes it harder to clean. Using some soapy water will take care of it but don't expect the board to retain the pure, sanitary white look. An inquiry about other colors revealed that HDPE rated for food

safety by the NFS is only available in white. A wooden board would be gorgeous but likely much more expensive, maintenance intensive and difficult if not impossible to build in the thinness required. The other change we would like to see is a drip line, especially on the back edge to keep liquids on the board.

In conclusion, with the exception of a couple items for improvement, the LabRak cutting board is as close to a perfect cutting board solution as I have seen. We anticipate that it will see many delicious meals pass over its surface over the years.

Pros

- Direct replacement of factory carpet pad
- Easy installation
- Non slip textured top
- Replaces cumbersome tables
- Made in the USA

Cons

- No drip line
- Moderately difficult to clean surface.

\$229 www.LabRak.com 

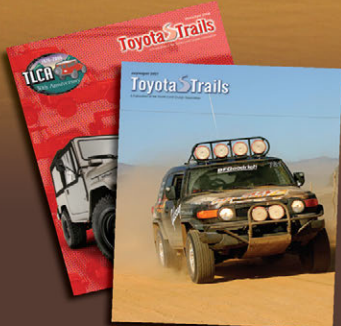


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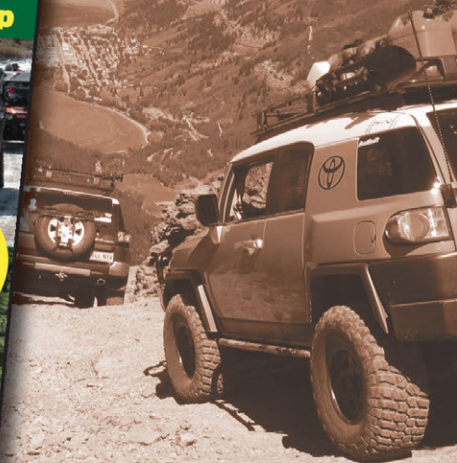
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12-Volt Refrigerators

Two Key Accessories I Discovered I Needed in the First Year of Ownership

By Beau Johnston

As many of you know I was a long-time holdout, not wanting to ditch my trusted cooler and ice for a 12-volt fridge freezer. I am stubborn and even as the number of cooking classes we began teaching increased, I did not think I needed a 12-volt fridge. It was not until my good friend Josh stopped me and said, “What are you doing?” that I really took a step back and thought about our setup. While the cooler and ice setup had served us well for many years, it was becoming a real hindrance to our travels and our classes. I was finding myself having to plan our trips around how long our ice would last and where I might be able to buy ice. I was even making daily trips to the general store, at Overland Expo, to purchase ice and keep our cooler cold. It was then that I realized our trusty cooler no-longer fit our travel and teaching needs and we took the plunge and purchased ARB’s 60L fridge. I came to learn, over the following year, that there is more to owning a 12-volt fridge than the initial purchase and there were two critical accessories we purchased soon after we picked up the fridge.

I soon discovered that, if I wanted to keep the fridge constantly powered, I would need to install an auxiliary power outlet in the back of our 1998 4Runner. I could have modified the 4Runner’s factory outlet to provide constant power, but after reviewing the 60L fridge freezer’s specifications I discovered the unit’s rated amperage was 7amps at 12-volts. I know this isn’t the current draw the fridge will see, but when it is hot outside and the compressor is working to keep the contents cool, we may see a current draw close to that. Although the factory 12-volt outlets are fused at 15 amps, it is a common fuse for both front and rear outlets. The wires used to power the rear outlet are incredibly small and I worried about their ability to restrict the current flow to the fridge. I chose, instead, to contact ARB and install their Fridge Freezer Wiring Kit. The kit includes 20 feet of 8 gauge wire and is actually designed to handle the electrical load seen by the fridge.

The 60L fridge is a beast, at 16.9 inches tall it was difficult to gain access to the inside with the fridge sitting on the drawers in the back of our 4Runner. Weighing in (empty) at 54 lbs. meant we could not easily lift the fridge in and out of the back when full of food. Although we operated like this for many months, lifting the fridge in and out to gain access to the contents, it was not going to work as a long-term solution and was putting a strain on my back. Seeing that we needed a better solution, we began looking at fridge slide options. We eventually contacted TemboTusk and installed their Jumbo Front-Pull Slide and a set of their Buffalo Straps to secure the fridge to the slide. We opted not to hard-mount the fridge to the slide as we wanted to be able to quickly move the fridge from one vehicle to another; the Buffalo Straps easily facilitate this. Although the fridge now sits an extra inch higher than it would have if it were just sitting on the drawers, we are able to quickly slide the fridge out and gain access to the contents. The TemboTusk slide is made in the USA and built like a tank with beefy Accuride locking slide tracks.

Now I know a 12-volt fridge freezer is not for everyone and we were able to use our cooler for several years of traveling around the Western United States. When we finally realized the cooler was becoming a major hindrance to our travels and we purchased our ARB Fridge Freezer we learned there was more to it than just buying a fridge and sticking it in the back of our 4Runner. If you are considering purchasing a 12-volt fridge, also consider the wiring you will be using to power the fridge and how you will be gaining access to the contents. I hope you are able to learn from our experience and plan your build better than we did. In all, I am glad we made the switch to the 60L Fridge Freezer; it has saved us from continually getting ice during our cooking classes and allows us to remain in the back country for longer periods of time. 🇺🇸



I realized our trusty cooler no longer fit our travel and teaching needs.



I am glad we made the switch to the 60L Fridge Freezer; it has saved us from continually getting ice during our cooking classes and allows us to remain in the back country for longer periods of time.





REVIEW: Tembo Tusk Dutch Oven Camp Table

By Jonathan Harris

Every once in a while a new product comes to market that you never thought you would need and once you use it a few times, you never want to leave home without it. Therein lies the new Dutch Oven Camp Table. Taking your cooking from the fire pit to the grand vista is a rewarding culinary experience. Cooking in a Dutch oven is an exercise in patience and finesse but the rewards are vast, as they have been known to end wars and begin friendships. At the very least, they can provide the user with a great feast whether it be a mid-morning snack of deliciously warm cinnamon rolls or evening meal of pot roast.

Coming complete in two canvas cotton storage bags, one for the legs and one for the platform, the table is no lightweight traveler. It does however pack down sufficiently to find a home in a drawer or behind a seat. Set up is painless. By threading each of the 29-inch steel legs into the base, a solid and adjustable work surface is presented. The top and three supplied wind screens are seasoned and we have not had any rust issues with our sample to date. Screens can be removed and reinstalled quickly to adjust for various wind conditions. The top is 15"x15" and we have successfully used our 14-inch, 8-quart Lodge Logic (pictured) with no issues.

We've used our table half a dozen times since sourcing it in May and can say it has become a mainstay in our equipment repertoire. We have noted that we need to use about twice the charcoal that a given recipe calls for, so plan your recipes accordingly. We think this is likely due to heat loss from the bottom of the table and from wind. Much like the kitchen at home, the table also functions as a social centerpiece away from the main fire, allowing multiple conversations and views of the impending regalement at waist level. When the agonizing wait is over and dinner is complete, the table functions as an excellent serving platform, keeping the hot oven away from the main spread, small children and man's best friend.

The Tembo Tusk Dutch Oven Table is made in the USA and is compatible with their complete line of interlocking camp tables. We hope to review a table in conjunction with the Dutch Oven Table soon.






Tembo Tusk Dutch Oven Table

Pros

- Solid construction
- Versatile way to cook and serve.
- Integrates with an entire system of accessories.
- Made in the USA

Cons

- Heavy
- Can be wobbly on rough surfaces.
- More expensive than some other options.
- \$165.00

<http://www.tembotusk.com/> 

Shaunna's Campfire Cinnamon Rolls

Cinnamon Rolls

- 1 pkg. (2 ¼ tsp.) active dry yeast
- 2 tbsp sugar
- 1 ¼ cup warm milk
- 4 tbsp butter (melted and cooled)
- 2 eggs
- 1 ½ tsp salt
- 5 ½ cups flour

Filling

- 6 tbsp butter
- 1 ½ cups light brown sugar
- 1 tbsp cinnamon
- 1 cup raisins (optional)
- 1 cup pecans or walnuts (optional)

Prep at Home

In a bowl combine yeast and ¼ warm water and sugar. Let stand until bubbles, add milk butter, eggs and salt. Gradually mix in 5 cups of flour and mix on medium low



until dough and smooth and elastic. If dough is still sticky add another tbsp of flour.

Place dough in an oiled mixing bowl cover with a damp towel. Let rise for 1 hour at room temp.

Punch down dough, knead on a lightly floured surface and roll into 12x24" rectangle. Spread butter on dough combine brown sugar, cinnamon and optional raisins or walnuts.

Roll up starting at the long edge and pinch the seam closed. Cut in half and place in oiled ziplock bags and place in the freezer.

At Camp

Keep in cooler up to 1 day before baking. Remove logs from bags and cut into slices. Butter a 6 qt Dutch Oven arrange slices, cut side up, cover, and let rise for 1 to 3 hours. Prepare coals. Place coals in appropriate area of Dutch Oven and bake 45min to an hour. Remove from fire and let cool for 15 min, top with honey and enjoy.

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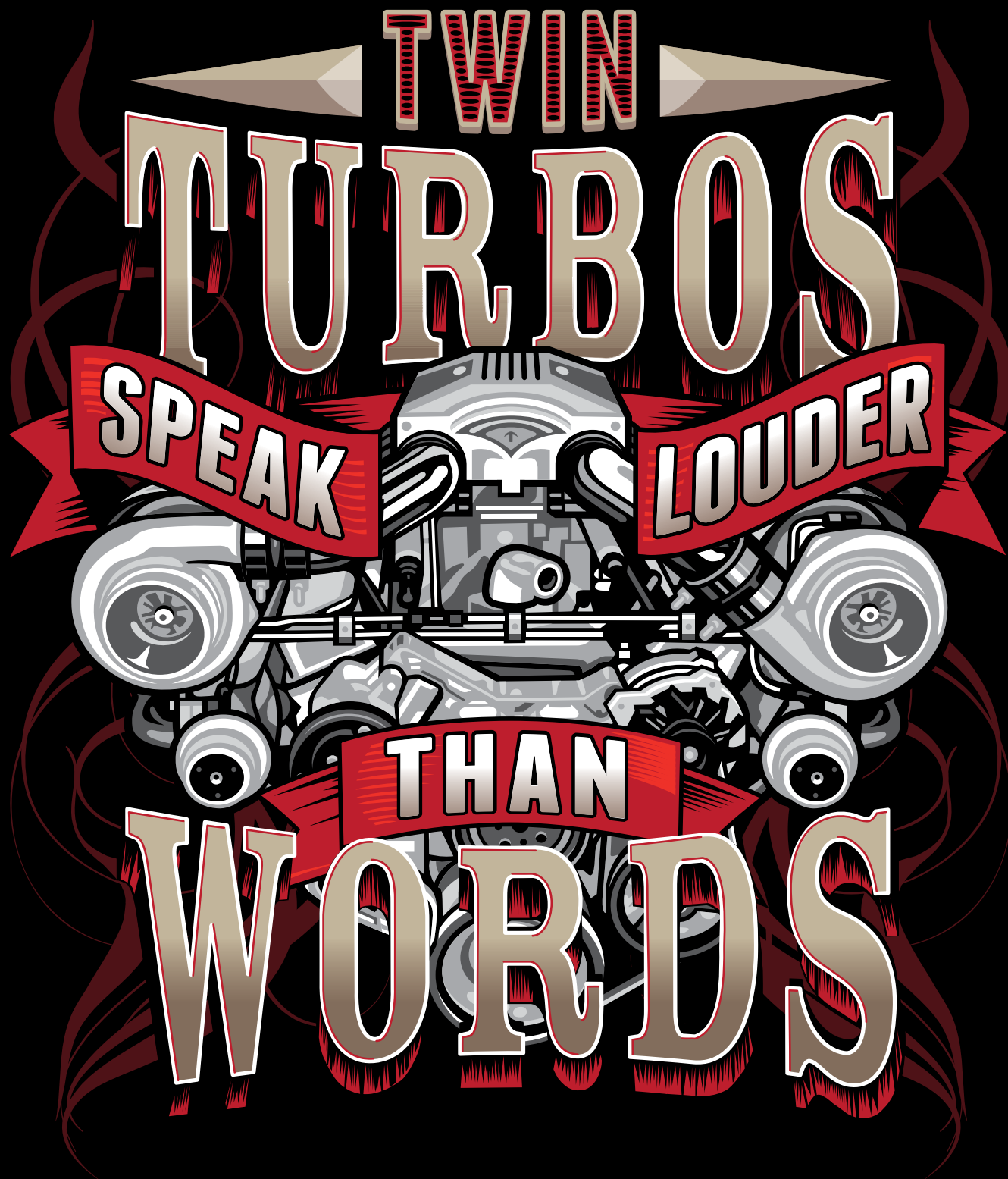
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Introduction to Expeditions 7

Toyota Land Cruisers and Trucks around the World

By Shane Williams • Photos Courtesy of Expeditions 7



If you've been practicing your vehicle based survival skills (Page 62) for the past 3 or more years then you've heard of Expeditions 7. For those that aren't aware, here's the short story: Greg Miller (CEO of the LHM Group out of Salt Lake City, Utah) along with Scott Brady of Overland International decided to take Land Cruisers across all 7 continents.

That journey of over 58,000 miles came to an end last month at the CruiserFest event at Greg's Land Cruiser Heritage Museum in Tooele, UT. Greg and the team at the LHM group have offered to tell some of their story in our pages beginning in the November 2014 Year in Review issue, so I wanted to introduce this awe inspiring story in this issue.

According to their press release, Greg's primary reason for such an ambitious undertaking was simple:

"... to inspire others to travel and open their eyes to the world, even if it's in their own backyard."

In addition to seeing Mr. Brady on the trip with Greg, 46 others joined EX7 for various parts

of the journey. You may know some of them: Kurt Williams from Cruiser Outfitters, iconic photographer Bruce Dorn, and everyone's favorite Expedition Overland creator and videographer Clay Croft. Greg's three sons, Bryce, Josh, and Oakley, also joined the crew along with several other members of the Miller family.

Perusing the Expeditions 7 Website (Expeditions7.com) will give you a glimpse of the adventure Greg and his team experienced: Safari in Africa, ice caves in Siberia, volcanic wheeling in Iceland, and so much more.

The Land Cruisers used for EX7 were primarily the two 78 Series Land Cruisers ordered from New Zealand equipped with 4.5L Turbo Diesel engines. Additional vehicles used included a 79 Series LC, 70 Series double cab, AT-44 Hilux, and a VDJ76 Land Cruiser.

We're looking forward to learning more about how the vehicles were outfitted, what worked, what didn't, and tips we can all use to ensure our Toyota cruisers and trucks are prepared for adventures with our family and friends.

Look for more coverage of the Expeditions 7 story in future issues of TCT Magazine. 📖



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YOUR RIGS

Kermit with Klamath
County in the backdrop.
From Jan



Me and my buddy at the Colorado river after completing the Mojave Road west to east.
From Brandon