



TACOMA

MAGAZINE

SEPTEMBER 2012 : VOLUME 2 : ISSUE 2



**CO Toyota
Jamboree**

**2003 Pre-Runner
Build**

**Ricochet Skid
Install**

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Inside . . .

8 | Discount Tire Direct: Tires + Wheels



10 | It's easy to buy a Taco, right?



12 | 2012 CO Toyota Jamboree



14 | Mikes Pre-Runner Off Road Soldier



18 | Ricochet Skid Install



Departments

New Products | 6

Overland Taco Planning | 20

FJ Summit Photo Shoot | 26

Editorial: Overlanding or Camping? | 28

22 | MotionX GPS HD Review



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FROM THE EDITOR

This has been quite a year! After taking on the Managing Editor position here with Tacoma Magazine, being evacuated with quite a few of our friends due to the Waldo Canyon Fire, and then buying and beginning the build up of my Tacoma, we might just be ready for the winter ski season! Then again, with every reader picture, with every trail we run, and with every Toyota enthusiast we meet along the way, we get more and more passionate about the lifestyle that is our Tacoma trucks.

With that being said, this issue of Tacoma Mag is possibly our best yet. It's definitely the largest. Talk about having a lot to discuss, from the debate about "Overlanding" to building our trucks, and friendships.

With our followers growing both here and abroad we are looking to expand on what we are putting into the magazine. We would love to find someone in the X-Runner world to help us out on a regular basis. If anyone around the world wants to help us out, we would love to hear your comments and ideas. We can't do this without the help from all of you. We need your stories, your pictures, story suggestions, and most importantly we need you to help spread the word about Tacoma Magazine.

My email is jim@tacomamag.com and I can't wait to hear from you!

On a personal note, I truly love seeing Tacomas on and off the road. So, if you see an Indigo Blue dual cab in Colorado and they wave at you, wave back it might be me!

Thank you for supporting Tacoma Magazine! We can't wait to see you on your trails!

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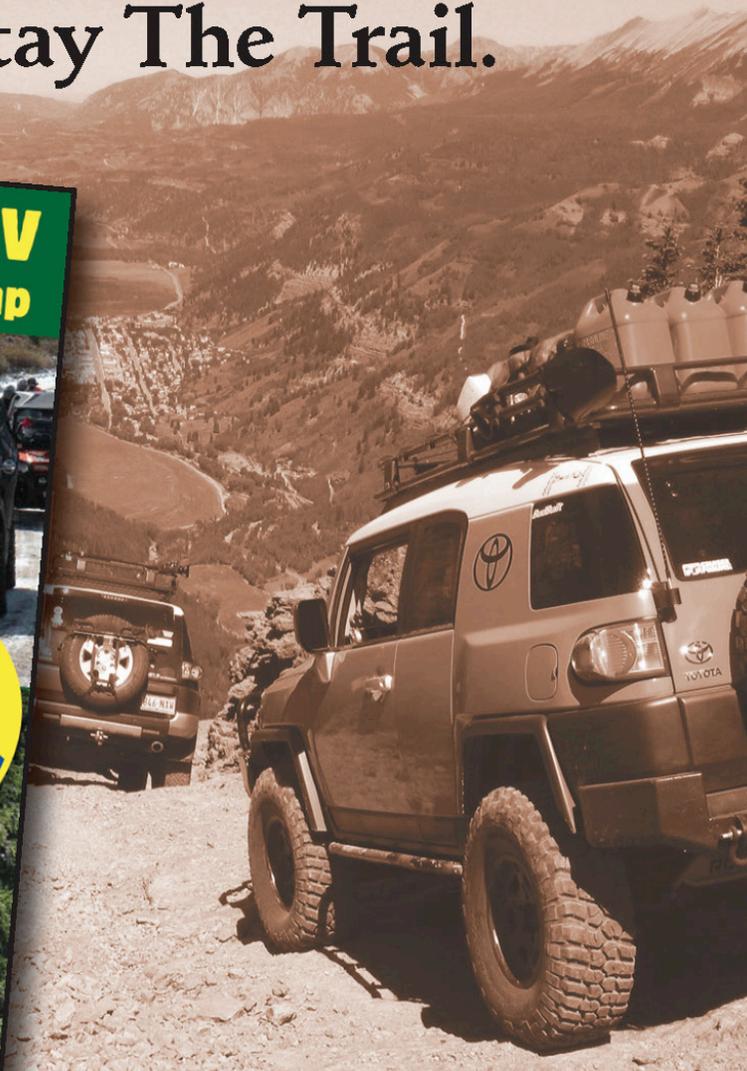
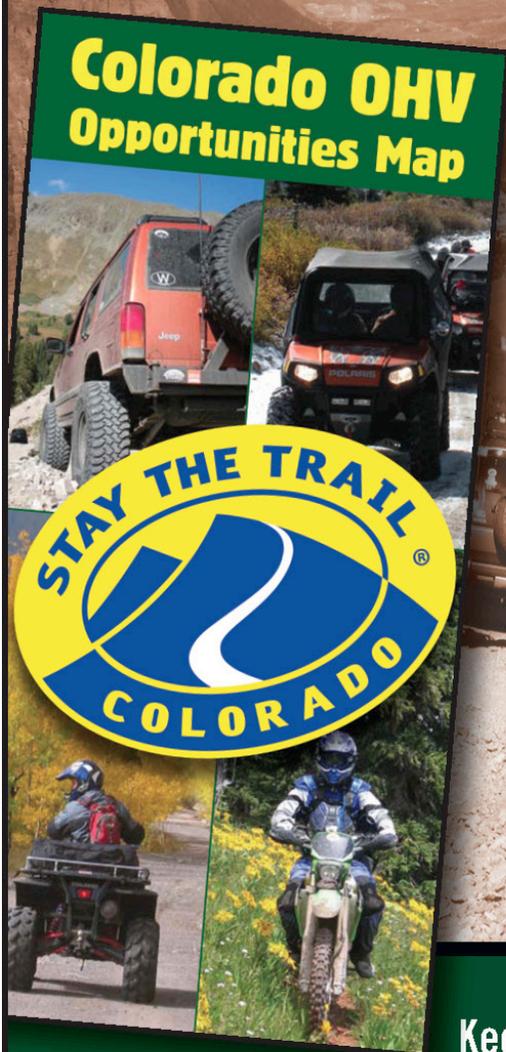
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online at www.staythetrail.org

In The News

The 2013 Tacoma details have been announced by Toyota, and while there are no major changes for the new model year, there are a couple of new noteworthy features. Toyota will offer 8 different models of Tacoma in 2013, including a new 'limited' trim. That package includes Softex leather-like heated seats, sliding privacy rear glass, Display Audio with Entune and JBL, EC HomeLink rearview mirror, 18" chrome clad wheels with P265/60R18 tires, Limited badge, chrome fog lamp housings, door handles and outside mirrors. All models will now include Display Audio (a 6.1" screen) and

daytime running lights. We're excited for these new changes and can't wait to get our hands on a 2013 for a test drive.

Source: Toyota.com/Tacoma



*Have something for the news?
Email news@tacomamag.com*



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New & Noteworthy

2" Tacoma Full Lift kit from Ironman 4x4

So new it's not even on the Camel4x4 website yet!

Eli from Ironman 4x4 / Camel 4x4 sent over their new Tacoma 2" full lift kit for us to try out. This kit includes a full front kit with new coils & shocks and new shocks and full leaf springs for the rear. While Ironman is new to the US Tacoma market, they've been well known in Australia for years, so we're excited to test out this new-to-the-US kit.



Stay tuned for the full install article in the December issue of Tacoma Magazine.

Kit with many options available, around \$1000

Source: Ironman 4x4 from Camel 4x4

<http://www.camel4x4.com>



Master Pull Synthetic Rope Snatch Block

Master Pull has released a snatch block that's made specifically for use with synthetic rope only. Their SBO30000 snatch block is rated to 30,000 lbs breaking strength and weighs in at only 3.7 lbs.

An oil impregnated nylon sheave is used in place of steel to reduce weight and provide a smooth surface for synthetic rope. The result is a strong, durable, maintenance free block that will never need to be greased according to Master Pull. Nylon protection plates are shrink fitted to the steel side plates to prevent the rope from contacting any sharp edges or getting caught between the side plate and sheave.

The block comes in a bright red powder coat finish that makes it easy to locate in your recovery kit and also increases visibility during use. The block accepts up to a 3/4 inch shackle.

Retails for \$101.20 on MasterPull.com, available now.

Source: Master Pull

<http://www.masterpull.com>

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Tires and Wheels,



Meet On-Line Technology **DISCOUNT** **TIRE DIRECT**

By Jim Akers

Growing up in a family of mechanics, I always dealt with the local parts houses and tire shops to take care of my wheel and tire needs. Today is definitely a different time with the way people do their major purchases. You can still have that relationship with your local dealers but it's getting harder and harder to find.

We were contacted by Discount Tire Direct to try them out for a new kind of experience. They have the same lines of wheels and tires that their more well-known sister company "Discount Tire" has.

Turns out it's a very efficient and smooth way of selecting and purchasing wheels and tires that I would never have thought of. I quite literally went on their web site, found a rim that I liked on my truck using "The Interactive Wheel System".

The next step was to select the tires I liked. I had only two limitations, and they were:

- 1.) Cooper Tires wanted us to test out their Discoverer ATP's on and off road.
- 2.) LT265/75R16 was the largest size I could go.

How does Discount Tire Direct work?

http://www.discounttiredirect.com/direct/home.do? Interactive Wheel System

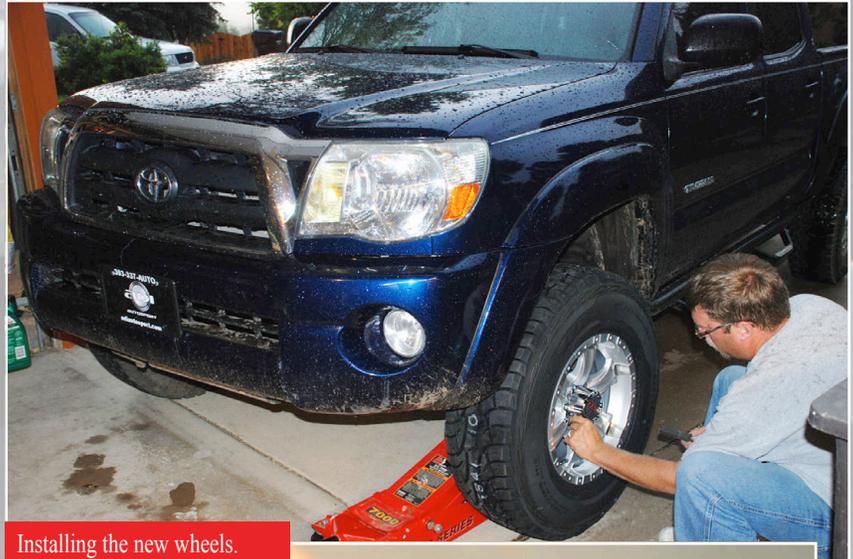
You order them online and they show up at your door. It is that simple.

When you order wheels and tires they come mounted, balanced, and ready to install. If you order just the tires, you make arrangements to have them mounted and balanced on your own.

I wanted to go this route because this is my daily driver and I am not making a rock crawler out of this truck any time soon.

To break down my tire selection:

- ▲ The LT's give you the ability to haul heavy payloads plus extra sidewall protection
- ▲ The 265's will give me a little extra grip.



Installing the new wheels.



Mounted and ready to roll.

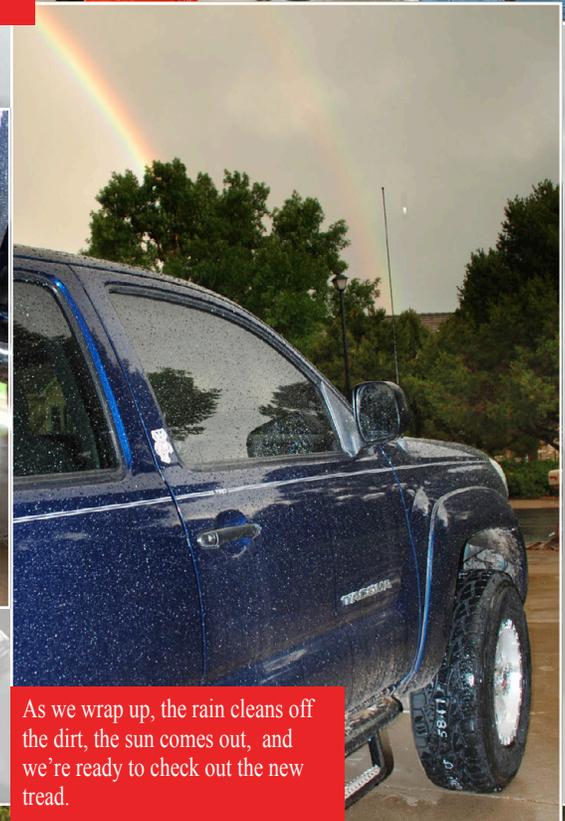
- ▲ The 75's will keep me as fuel efficient as can be without getting larger than 31 inches in height.

In the first three weeks of riding on these tires and wheels I am getting 17+ MPG and I have already been to the top of nine mountains. On one of my last tanks I got 19.8 MPG.

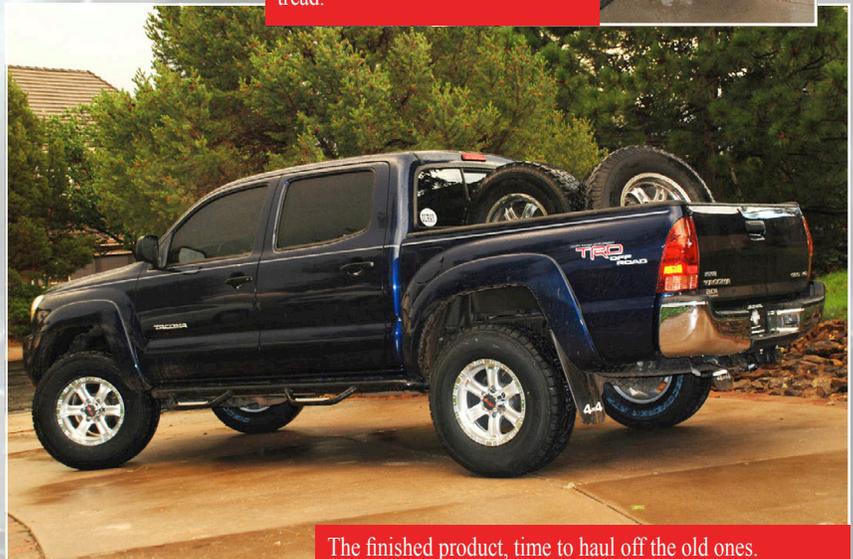
If I have only one recommendation to give, purchase the road hazard warranty! On my very first trail run I lost a big chunk out of a tire, and the local Discount Tire replaced it on the spot since I had purchased their warranty program on all four tires.

I have to say that I personally love the look of this combo on my truck. So far I'm much more than satisfied with the tires, wheels, and especially Discount Tire Direct. Checkout the December issue for an update! ■

SOURCE: www.discountiredirect.com



As we wrap up, the rain cleans off the dirt, the sun comes out, and we're ready to check out the new tread.



The finished product, time to haul off the old ones.



Picking my Taco up at ADI Autosport

Buying a Tacoma

by Jim Akers

Talk about the pursuit of what we love! Trying to find the Tacoma of your dreams is not an easy task, to say the least.

Shane and I have been talking about me taking over as Managing Editor of Tacoma Magazine for quite a while. The minute we started discussing this I began the search for my own Taco, I mean, how can you be a managing editor without a truck?

I've been a car (and truck) guy all my life, I've purchased and sold dozens of vehicles so I was sure this would be a piece of cake. In reality, this search was like nothing I've ever experienced. All I knew was that I wanted a 2005 or newer, TRD Off-Road, with a dual cab, so I started looking in January with a 50 mile radius from home, only to find a couple of matches. Unfortunately, they were so overpriced that I couldn't believe what I was seeing. A 3 year old truck with 75k+ miles seemed to be going for \$2-3000 less than brand new! Mind you, everyone knows that this specific truck is a very reliable machine but WTH! So I broadened my search to 200 miles and that didn't help at all. I ended up searching the

entire country. If it was a great price it meant rust or damage, otherwise it was same story time and time again: way too much money.

So I started by talking to "a friend of a friend" who happened to be an auto broker based here in Colorado Springs. We started looking at auctions all over the country. All the while I searched Autotrader, Blue Book, Craigslist, and everywhere else I could search. Harland and I searched high and low and we found some amazing rigs out there, but very few were even close to what I was looking for. We found trucks that either had too many mods, the wrong mods for me, or were way too much money. In

I'd searched months to find. Rob at ADI Autosport made the car buying process very smooth and went out of his way to make sure I got the best deal possible. In the end, it made for an experience that I will never forget!

So, what did we figure out about the vehicle search process? It sucks, especially if you're looking for something this specific. But if you are going to go through it, go out and find a dealer/broker that is willing to work with you and that you can trust. Do your homework. We made a couple of new friends through this search. Between Harland Baker of "Trusted Car Finder" here in Colorado Springs and Rob Reubenstein of ADI Autosport in Denver I found exactly what I was looking for. Thanks guys!!!

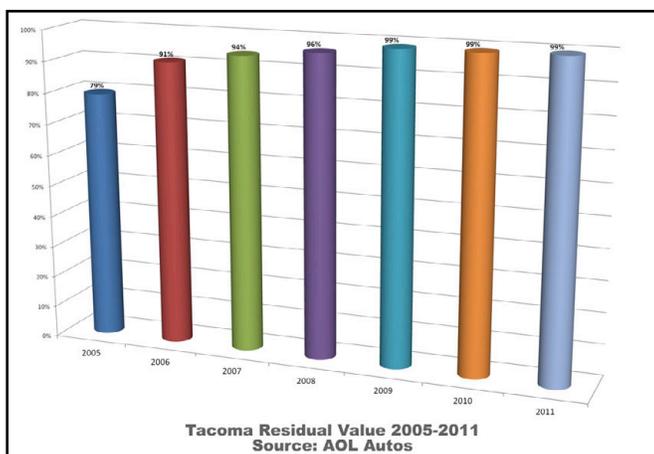


the end and several months later, I found out that a small local dealer in Denver just got an '06 Tacoma in on a trade. I called immediately. That night

I drove up to take it for a test drive. When we got there I could not believe the variety on the lot: 4 door JK's, Volvo's, BMW's, and even a Jeep Cherokee SRT8. Right in front of the building was this gorgeous Indigo Blue 2006 dual cab TRD Off-Road Tacoma. We drove it around the block and I knew this was the truck

So, what's next for the new Taco? New tires and rims from Discount Tire Direct are done (See page 8). Ricochet asked us to test their new Taco skid (Page 18) and Ironman has a new Tacoma suspension kit out (Page 6) (Editor note: Maybe this should be called the 'Jim Issue'). We're still working on a rack (or two), a tent, some lighting, and who knows what else we'll come up with. We're looking forward to a lot of adventures with a lot of new friends!

**Dealer:
ADI Autosport,
Englewood, Colorado**



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Photos: Exploring Four Corners (Barry Andrews, Four Wheel Campers) and aerial shot of Overland Expo 2012 (Rob Martinson).

2012 Colorado Toyota Jamboree

By Bob Holliday



As the summers roll on, off-road enthusiasts have many options to attend one of the many events held around the nation. Colorado has a variety of terrain that keeps people coming back year after year to push the limits of their vehicles and themselves. The endless scenic views also help to fill photo collections and easily put our state up there with Rubicon and Moab. One of the events to check out in Colorado is the Colorado Toyota Jamboree that has been known to offer challenging yet scenic trails and a wide assortment of rigs, which has made the event a high priority for many off-road enthusiasts.



To no one's surprise, Scotty and his crew at Addicted Offroad pulled off another successful event, this year near the town of Buena Vista in central Colorado. Buena Vista and the surrounding region have been known for some time as an outdoorsman's mecca. There is no shortage of memorable and challenging terrain to explore in this part of the state. This region is home to such trails as Holy Cross, Wheeler Lake, Carnage Canyon (BV), Grizzly Lake, Iron Chest and many more, ranging from mild to wild. The area also offers many non-wheeling activities with its towering 14,000 foot peaks (more than any other area of the state), numerous creeks and lakes, old mining towns to explore and scenic views everywhere you look.

This year's event was held July 20–22 a few miles south of town on private land which included onsite camping, amenities, vendors/sponsors and many enthusiasts from all over the Rocky Mountains and mid-west regions. In addition to the many off-roading adventures taking place at the Toyota Jamboree, one of the highlights to the weekend was the raffle and free BBQ put on by Scotty and Addicted Offroad.





Despite the dry weather that plagued Colorado in 2012 which left a majority of the state in a fire-ban for most of the summer, recent rainfall allowed for a lift in the fire-ban long enough for the Jamboree to hold a giant bon-fire for the event attendees after the raffle and BBQ.



Events like the Colorado Toyota Jamboree are a great example of what the off-road community can do to help create awareness of the effort needed to keep trails open and enjoy them responsibly. All proceeds of the event and raffle were donated to Stay the Trail to help the association promote the responsible use of the roads and trails that are open to motorized recreation in Colorado.

You have **PLAY** ed on this old dirt road for years.

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For more information about Stay the Trail and what you can do to help, visit <http://staythetrail.org/>.

For more information about products and services provided by Addicted Offroad and upcoming events can be found on the company's website <http://www.addictedoffroad.com>. ■



Mike's 2003 Tacoma Pre-Runner

Off Road Soldier



By Jesse Bowers
from JustACarGuy Blog

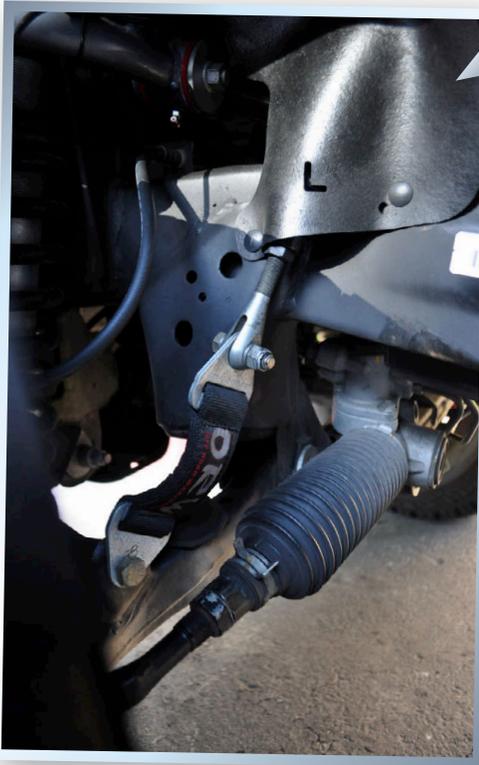
Jesse shared with us his photos & write up about Mike's first gen Taco pre-runner, and we're quite impressed with the mods! Enjoy these pics & the info showing off this great little truck.

This 2003 Tacoma Pre-runner, 2 wheel drive, 2.7 liter engine with stock automatic transmission began life with 265-70-16 BFG Rugged Terrains and a non-locked 4.30 open rear and now has 33's and an ARB locker w/5.29's. The rims are sourced factory spares which are hard to get a hold of in San Diego. I paid \$260 for the set which took one month to obtain. I wanted them because the trail dents good things. I don't give a damn if they get dented, that is what hammers are made for.

This Grille-craft insert looks much better than the OEM. It is easily modified with a hack saw and a drill to install.

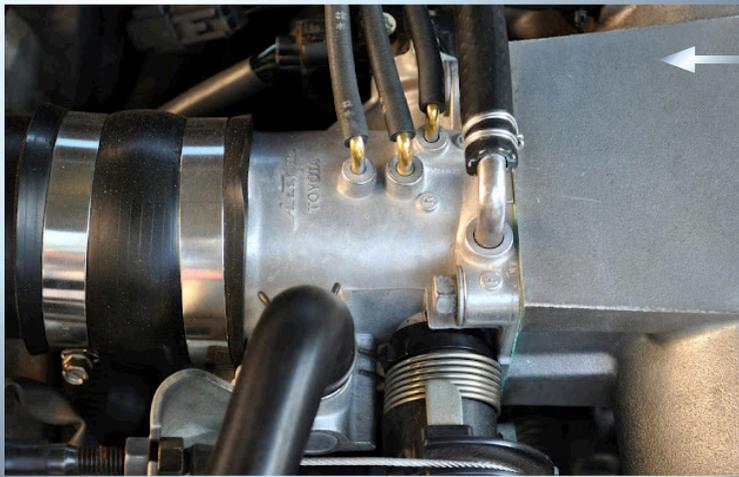
Icon extended length coil-overs and Total Chaos Upper Control Arms (UCA)





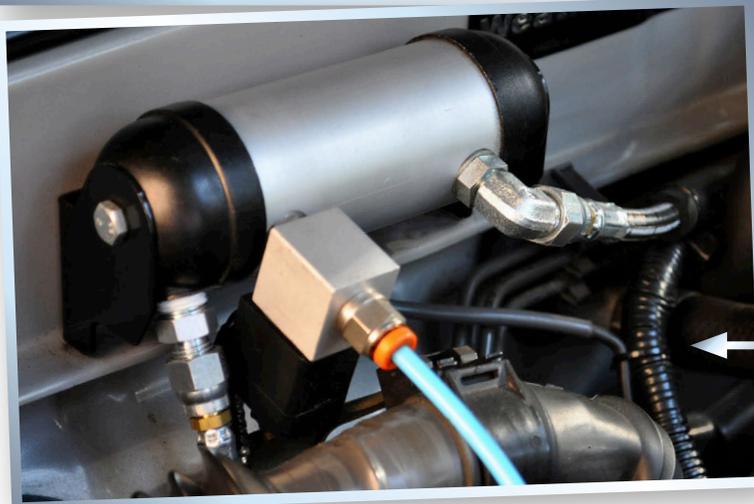
These Off Road Warehouse brand limiting straps are 9". Welded to the frame is a 2" billet steel bung and I slid the stainless clevis through it. Purchased from Toyota are new splash guards to give it the factory look.

This is an overview of the air system with the ARB twin compressor (left, in blue), remote solenoid tank for the ARB locker (looks like a silver thermos with black end caps on the upper left firewall) and blue air tank hose with orange fitting. Also shown is the custom air intake tubing and re-built throttle body. The intake tubing was bought at Napa Auto parts (it's the stuff that looks like a slinky).



My original Throttle body was gummed up and needed a re-build. I ordered one from Pick-A Part to keep the truck running while the original (above in the photo) was getting the full treatment ... these throttle bodies are so in demand, LC Engineering never has any on hand to use as a donor core. They cost \$1100 at the dealership for a new one.

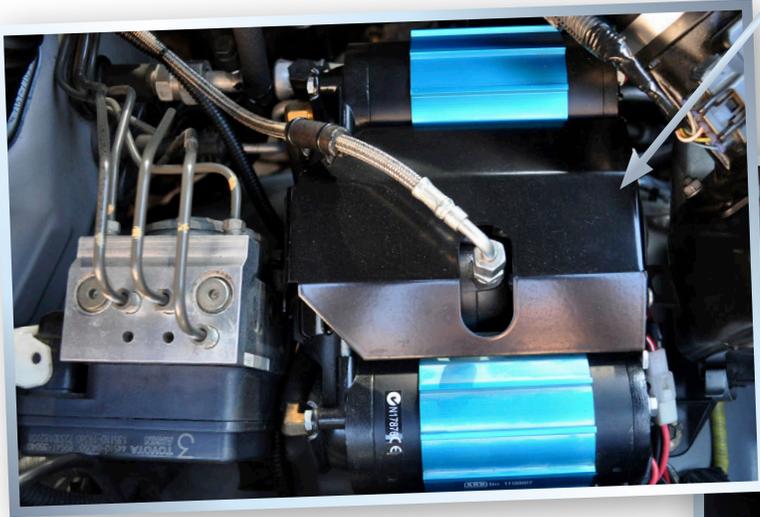
I sent the original unit to LC Engineering. They over-bore it 4mm and cleaned out all of the vacuum ports, rebuilt the shaft seals and installed a larger butterfly. The LC Engineering 'Big Bore' throttle body kit does wonders for this underpowered beast. Now it has lots more stamina instead of constant use of the Overdrive "off" button to get into a lower gear for freeway hills.



This was simple to install and far cheaper than going with a re-built unit from any junk yard and definitely cheaper than the dealer. Paid \$225.00 for the rebuild and added the other parts to it which resulted in two more MPG and improved performance. The junkyard throttle body is now held onto for use as a spare ... for me or anyone that has a problem on the trail

Solenoid on the front of the cylinder (square thing) in this photo is for actuating the ARB locker. The right angle fitting to the right of the solenoid was shipped from Poland for \$27.00.

ARB is from Australia so be prepared to order some hard to find parts. Get most of your parts from www.Marlincrawler.com in the Fresno area of California. They are good guys to work with and very knowledgeable too.



Here's an up close photo of the ARB twin compressor.

This Odyssey battery is awesome.



These Corbeau GTII's make for comfortable seating. Notice the LED Mag-lite mounted to the console.



The Alpine CD/DVD/Nav system performs flawlessly. Nothing is better when out on a trail, maybe a fun type of "lost... I don't care where I am, it was fun getting here," and then reverse yourself out by hitting a button to use GPS to go back on your trail and head out to population.

Custom switches are in a factory location. The CB cable on the far left side is inserted to a special socket which I hard wired to the far right switch (labeled) side for on and off. The socket is the foremost part of the CB module, the cable has a special quick disconnect that I had put on instead of the CB factory fitting that twists in like a BNC connector, quick connects, and quick disconnects, are pleasant, not time consuming when you are on the trail. Notice the silver tab on the top of the CB cable ...



The factory rear diff switch has been cross connected with the ARB compressor switch. The compressor switch operates the locker only after you turn on the compressor first.

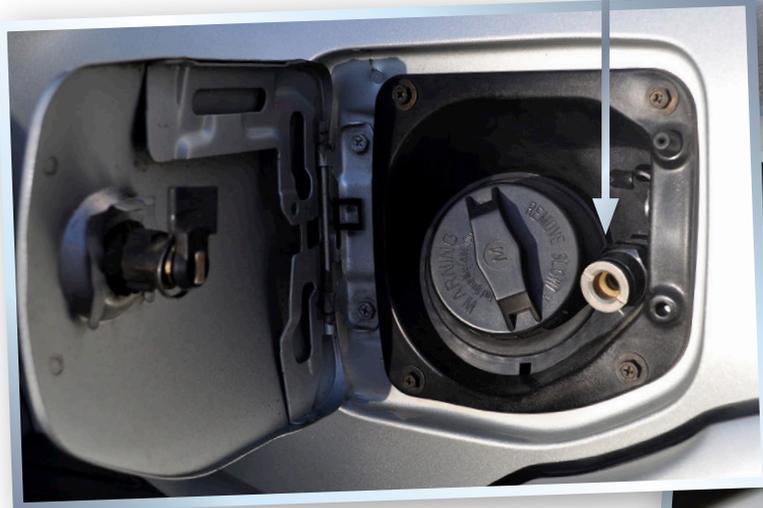


The home-made slider on the driver side is capable of holding 6.5 cubic feet of air.

General Grabber AT2 sized at 285-75/16 are mounted on the stock spare rims. Behind those rims are a set of 2005 Tundra, 4 piston calipers and larger discs—stops on a dime, gives change.



An air fitting is located inside the fuel door and is fed from the rear end of the driver's side slider. It allows me to run air tools and air up after a run.



Between the bumper and tailgate, you see the connection for operating electrical tools. From this point, you can plug in jumper cable or welding electrodes. This is the bottom of the uncovered plug.



For more details & photos, check out the full post on Jesse's website:

<http://www.justacarguy.blogspot.com/2012/08/10-years-of-toyota-truck-evolution-from.html>

Ricochet Front Skid Install



By Jim Akers

I was looking for a heavy duty, better looking, and lighter weight solution in skid plates and Ricochet has what I was looking for! A heavy duty one piece front skid (bash plate and engine skid plate combined) made from $\frac{1}{4}$ " 5052-h32 aluminum along with the control arm guards made from $\frac{3}{16}$ " aluminum is what we went with.

The directions were straight forward and easy to follow.

Step One: Remove the factory skids.

Step Two: Retap some of the holes.

Step Three: Set the floor jack and skid into place.

Step Four: Install the bolts and washers.

Step Five: Tighten the bolts.

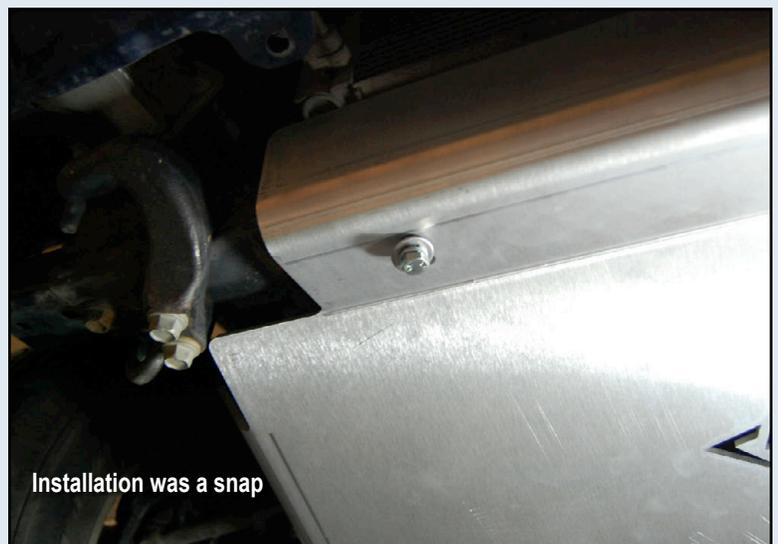
Additional steps to install lower control arm skids follow:

Step One: Hold the plate in place.

Step Two: Affix the bolt assemblies.

Step Three: Tighten the bolts.

Done. (The last step includes drinking a beer, but that's optional for some.)





Lower control arm is protected.

With all of the mounting hardware included, bolt holes being preset, and using a floor jack to hold the skid up and in place made the install fairly easy.

The lighter weight aluminum was much easier to work with than heavy steel.

Using a floor jack (or a helper) to hold the skid up made starting the bolts so easy.

The LCA Skids were so easy to install I couldn't believe it, three bolts and done.

We have done some serious testing—banging rocks just about every weekend and all I have found are a few scratches. These scratches are only superficial.

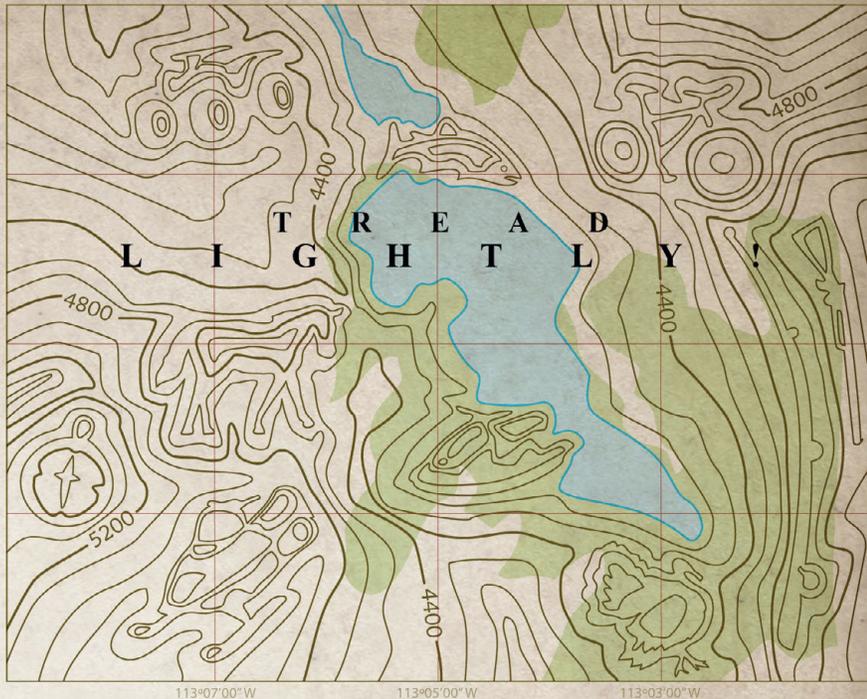
If there is a fault that I could have found to this point there is only one. The bolt holes on the front part of the skid could be just a little more forgiving. We did need a pry bar to force the plate over 1/4" and a drill to widen the hole just a touch so we could start the last bolt. Otherwise this had to be the easiest install I have ever done.

I think they look great and I know they are working great!

own the road I plan on continuing the underbody protection with skids to protect the rear diff, the transfer case, and the fuel tank. ■



The finished project ready to take on some rocks.



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BUILDING an Overland Ready TACOMA

Inspired by threads such as the Containerized Tacoma and after seeing many very capable Tacos at the 2012 Overland Expo and other events this summer, we thought it would be a good idea to touch on some of the key things to consider when building an 'overland ready' Tacoma.

We can certainly also use the Expedition Overland Taco as a basis for our discussion as well, since it's very well configured for overland travel. We can easily break the discussion into several areas:

The old adage "crawl before you walk" makes plenty of sense when building an overland ready vehicle of any type. There is no point in buying a fridge until you have a proper way to mount and power it, yet as you're working on other mods, it's a good idea to think about where your fridge will end up. With that in mind, our basic order for building from a stock to overland truck would be something like:

- 1) Basic performance modifications. Determine the lift kit & tires you'll be using (we recommend mild modifications on both of these since you're not building a rock crawler). If you'll be tuning the engine or installing other performance mods, start researching your options. You'll most certainly want to install a dual battery kit and/or use solar panels, so electrical system mods should be early in the build process.
- 2) Armor your rig: Like most other mods, we recommend going light on armor. Keep GVWR in mind on all armor mods, especially



LOADED: This Tacoma makes use of a raised bed rack to support a rooftop tent and gear totes that mount to the rack for easy access.

- ▲ Performance
- ▲ Armor
- ▲ Recovery & Repair
- ▲ "Overland/Camping"

While we won't be able to cover all options for each of these in a single article, we will be covering most topics in depth in coming issues. For now, let's talk about the initial build up options and a little theory on how to plan your build.



if you're opting for steel armor & bumpers instead of lightweight aluminum. Usually electrical items like winch & lights come with armor mods, so those items may be purchased during step 1, but installed during step 2.

3) Recovery & repair: Getting into the backcountry is great, and we recommend never traveling alone. With that in mind, build a recovery and repair kit that meets the needs of your specific truck. Tools are as important as recovery gear and spare parts, so keep those in mind. Usually storage of all this gear becomes an issue at this point, so drawers systems & racks while technically not part of this category should be considered during this step of the build.

4) Overland / Camping. See page 28 for the argument on what to call this step, either way this is where you'll spend the big \$\$ for items like tents, fridges, awnings, and other 'comfort' items. Sure, you can overland with a 1 person bivvy tent and MRE's for dinner, but the Misses may not go for that more than one night at a time. Event like the Overland Expo and resources such as Overland Journal and Expedition Portal are great places to research the myriad of options available.

5) Training! You have the rig, you have the gear, you have the time off work and the desire to explore. Do you want to have an amazing, successful, and rewarding experience? Definitely look into training. You can get trained on driving, cooking, recovery, documenting, and getting published. There are many options for training, but we highly recommend



Guarded: Get off the beaten path with rock sliders, brush guards and extra lights to save your ride and light the way.

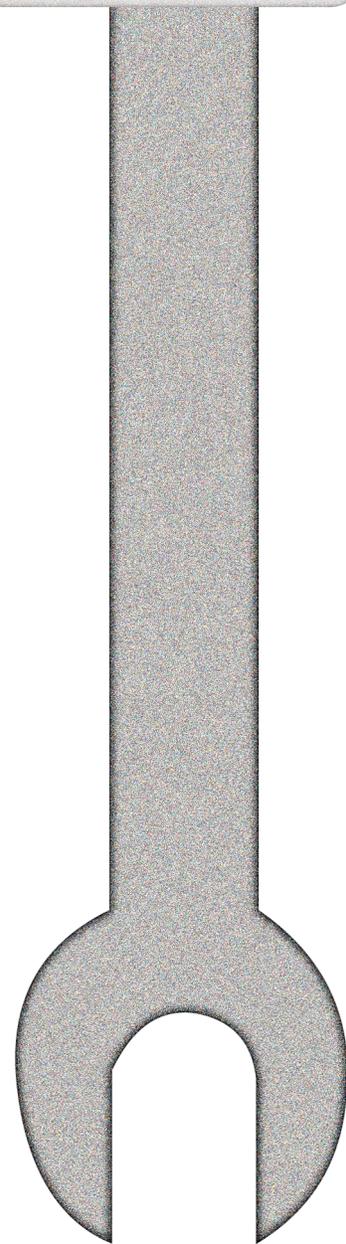
starting with the 2013 Overland Expo in Flagstaff next may.

Some of our favorite purveyors of gear for your Overland Tacoma Build (this is not an all-inclusive list)

- ▲ Armor
 - ▲ Budbuilt (skids) | Ricochet (skids) Google it!
 - ▲ ARB (Bumpers) | Aluminess (Bumpers) Google it!
 - ▲ Performance
 - ▲ Toytec (lift kit) | Iron Man (lift kit) Google It!
 - ▲ Discount Tire Direct (wheels/tires) | Tire Rack (wheels/tires) Google It!
 - ▲ Recovery Repair
 - ▲ TRD Parts 4U (Parts) | Sparks TRD (Parts) Google It!
 - ▲ ARB (Recovery) | Iron Man (Recovery) | MaxTrax (Recovery) Google It!
 - ▲ Overland/Camping (Almost too many to list)
 - ▲ EquipIt! | Cruiser Outfitters | Slee | Overland Gear | Campa USA
 - ▲ Training
 - ▲ Overland Training | Overland Experts | Overland Rallies
 - ▲ Bill Burke | JT Grey | 4WD School | 4x4 Training
- In future issues of Tacoma Magazine, we'll cover many of these options for your gear in great detail. We'll talk about brands, outfitters, and specific products that will work very well with your truck. Don't miss out! ■



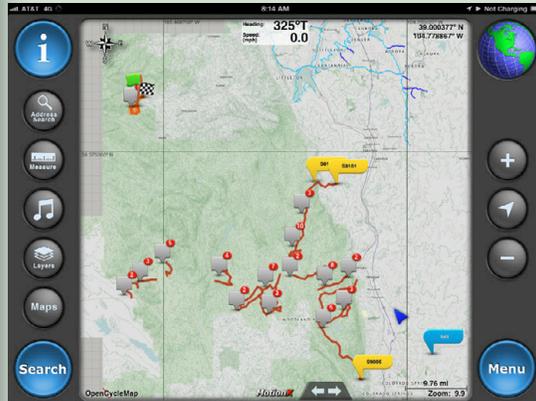
SAFETY: It's always a good idea to keep a fire extinguisher handy but these exterior mounts make sure it isn't buried under gear.





MOTIONX GPS HD FOR TRAIL NAVIGATION

By Shane Williams



➤ MotionX GPS HD showing all the tracks in an area.

When the iPad first launched, I was amazed by the guys over at SoundMan Audio in California. Within a day they had installed an iPad into a Tacoma and from that point on I knew trail navigation would soon change forever. Although my daily driver & current trail truck is an FJ Cruiser, trail navigation is the same regardless of vehicle, so allow me to praise my current favorite app for keeping me from getting lost.

First though, a little history.

When the iPad was released in 2010 there weren't many apps that took full advantage of the larger screen. In fact, other than a few games, we were stuck with the dreaded 2x version of older iPhone apps. What's more, there weren't many iPhone apps that would meet my needs for trail navigation. My simple requirements for any good trail navigation app are:

- ▲ Topo maps that can be downloaded for offline use
- ▲ Ability to easily import & create GPX files
- ▲ Easy to use, taking full advantage of the iPad screen size

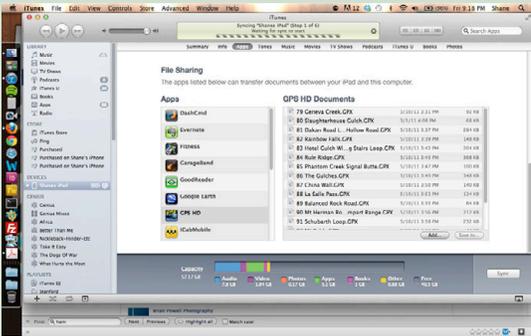
The first app I used when I mounted the iPad in our FJ (see January 2011 issue of FJC Magazine), which was the only app that came close to working for trail nav, was EveryTrail. I enjoyed the app so much in fact that when I started working with FunTreks in March 2011, we created 100 eGuides specifically for the system. While EveryTrail is a fine app, it was never meant to be used on an iPad, and importing GPX files took way too many steps. There must be something better. MotionX GPS HD was the answer.



I have actually tried many more apps within the last year that are all very good. In addition to MotionX GPS HD, there's the National Geographic TOPO Maps, GAIA GPS, and ViewRanger. All of these support my three basic requirements fairly well, but only one is constantly in use when I'm on the trail.

Motion X GPS (MXG) and Gaia made the final cut in my previous comparison of trail navigation apps (April 2012, FJC Magazine). I wanted to focus a little more on Motion X this time since it's my primary trail nav app.

The biggest feature MXG has over other options is the ease of importing GPX files. This is very important since I've been using the FunTreks Data Card for Colorado, Northern Colorado, Moab, and Arizona. I'm constantly adding & removing trail tracks from the iPad, it's not feasible to store that much data in any system without clutter.



➤ Importing many tracks is easy.

MXG makes adding and deleting tracks as easy as syncing the iPad. Simply plug it in, open iTunes, head to the Apps tab, and manage the files. I usually load all the files for the area I'll be exploring, but sometimes I'm a little more selective. MotionX GPS HD supports a maximum of 500 waypoints, so that's the limitation that prevents loading all trails from a given data card. Once they're on the device, tracks are easy to manage, follow, or modify from within the app.



➤ The track listing helps you find and sort your tracks.



➤ The blue arrow shows where you are on the track.

Downloading maps for offline use is fairly simple as well. What I usually do is find the track(s) for the area I'll be visiting and tap 'start follow'. This gets the main MXG map centered on the proper area. From there, tapping into the new download area is quick, and after selecting the map type (MotionX Terrain) and the view levels I want, the download begins. Depending on the area you're downloading and the view levels, this process can take a few minutes or an hour or more. I highly recommend you use WiFi to download your maps.



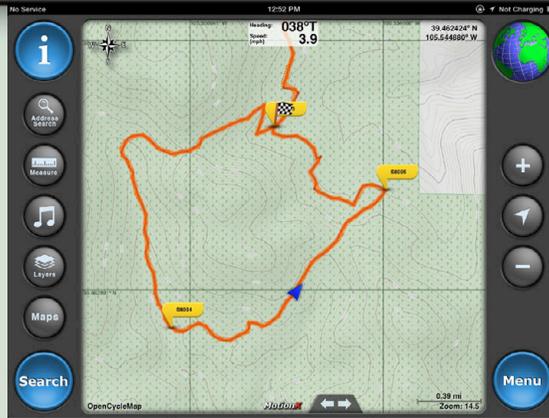
➤ Select the area that you want to download.



➤ The screen tells you that you are downloading, it is helpful to be connected to WiFi during this.

Where MXG really shines though is in ease of use. With large, easy to read buttons and controls, it's simple for my co-pilot to manipulate the maps when needed. Following a track couldn't be easier, and there's even a full-screen mode that shows more map and hides all the controls. Of course I can track my current route with MXG if I'm in an area that's unfamiliar, and there are many different layers and view options available.

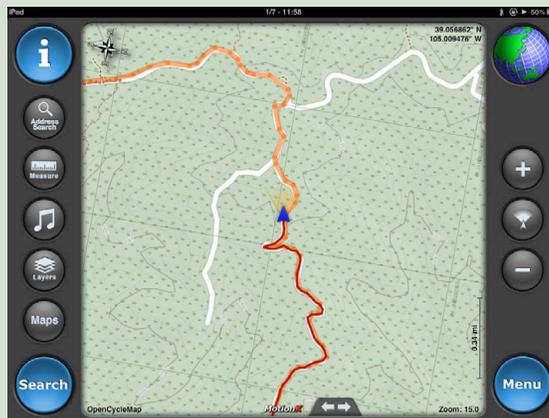




➤ Trail view while in motion.



➤ Full-screen trail view while in motion.



➤ Recording a track.

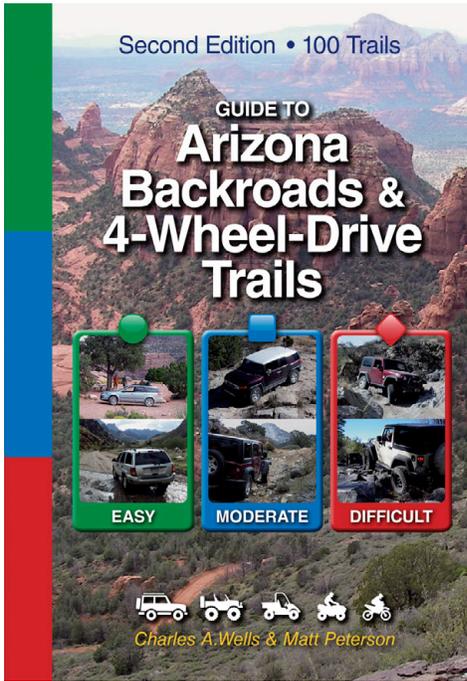
At this point I can't imagine using a different app for on-trail navigation. Others have their merits, for sure, but for my specific needs and preferences, Motion X GPS HD is the one to use. Have you used Android or iOS apps for backcountry navigation? What do you prefer? Hit us up on Facebook or the Forums with your thoughts & ideas on backcountry nav. ■

Disclaimer time: We never travel any backcountry routes without appropriate paper maps despite how many electronic devices we carry. iPads & GPS units are great, but they will do you no good when they get broken or run out of batteries. Always carry appropriate paper maps and guidebooks as a backup for the eventual electronic failure.



T H I S

J O S T I N



We are very excited that FunTreks has announced their newest book. How awesome is this? They put 100 of the best trails in Arizona in this book and 43 trails are new from their previous edition. They have covered both desert and mountain trails in regions near Phoenix, Tucson, Flagstaff, and most importantly Sedona! I have already put my order in and can't wait to plan out my next Arizona trip!

Order yours soon and we will see you on trail!

Source: www.funtreks.com



FJ Summit:

A Great Place for a Taco Photo Shoot

By Jim Akers

We went along as the support/photography crew this year with the folks from FJC Magazine. Talk about an amazing event, there were Toyota's everywhere! The scenery in and around Ouray was as spectacular as the vehicles. From old school FJs, new FJs, Land Cruisers, 4Runners, to several Tacomas, virtually all types of Toyota 4x4's were represented. We also got to check out what's new with some of the aftermarket manufacturers that showed their Toyota love.

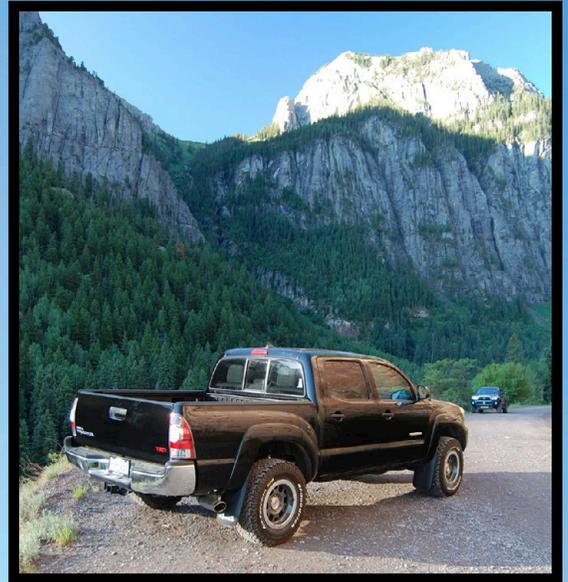


One of my favorite stops, I have to admit, was the Toyota TRD display area. They had engines with superchargers on display, as well as a prototype 2013 FJ Cruiser and a sweet 2013 Tacoma TRD T/X Baja edition.

After getting to know the TRD crew for a couple of days, they invited me to go along on their private photo shoot. Talk about an honor! It was a perfect Colorado morning, not a cloud in the sky. I have to admit that this truck is not

the easiest to photograph. We shot it from as many angles as humanly possible and being a black truck with dark grey decals, it was hard to do it justice.

Even more awesome was that they traded me trucks for the drive back down the mountain. How sweet was that! Of course I really want to get this truck in the desert and see what it can really do. But as expected, it is a really sweet Tacoma.



I did prod them a little with the idea of a Trail Team Edition Tacoma to go with the TT FJ, so if you see that at your dealer thank you notes can be sent to the publisher.

All in all, it was a fantastic time to be with fellow Toyota enthusiasts. Hopefully we will be there again next year. Maybe we will see some of you there as well! ■



Dreaming of your next adventure?



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The Toyota Land Cruiser Association is a club dedicated to bringing Toyota 4-Wheel Drive enthusiasts together. Visit us at www.tlca.org to learn more.



TLCA membership includes a subscription to **Toyota Trails** magazine, featuring in-depth tech and trail articles, event listings, TLCA merchandise and Land Cruiser classifieds.

Toyota Land Cruiser Association
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Since the first time I heard the term 'overlanding' I've struggled with its definition. An overland trip is clearly not an expedition, like most I reserve that term for an adventure that is truly unique, epic, and usually a little dangerous. See Expeditions 7. So, is overlanding another name for snobby camping as the latest editorial in FOUR WHEELER suggests (http://www.fourwheeler.com/departments/editorials/129_1210_october_2012_firing_order_editorial/#ixzz23oWeldSP).

My first thought is to state (with my normal low key attitude) simply: "Who cares". I don't really care what you call your trip into the wilderness. Any adventure that gets you out of the daily grind and helps you connect with nature is



don't need a titanium coffee cup either. I'm just as happy using the same tried and true military issue canteen cup I've been hauling around for over 20 years. It's gotten me through survival school, deployments, countless backpacking adventures, and a slew of other outdoor activities. Gear is just gear (yes, it's "GEAR" and not necessarily "KIT". Maybe there is something to this snobby camping label.

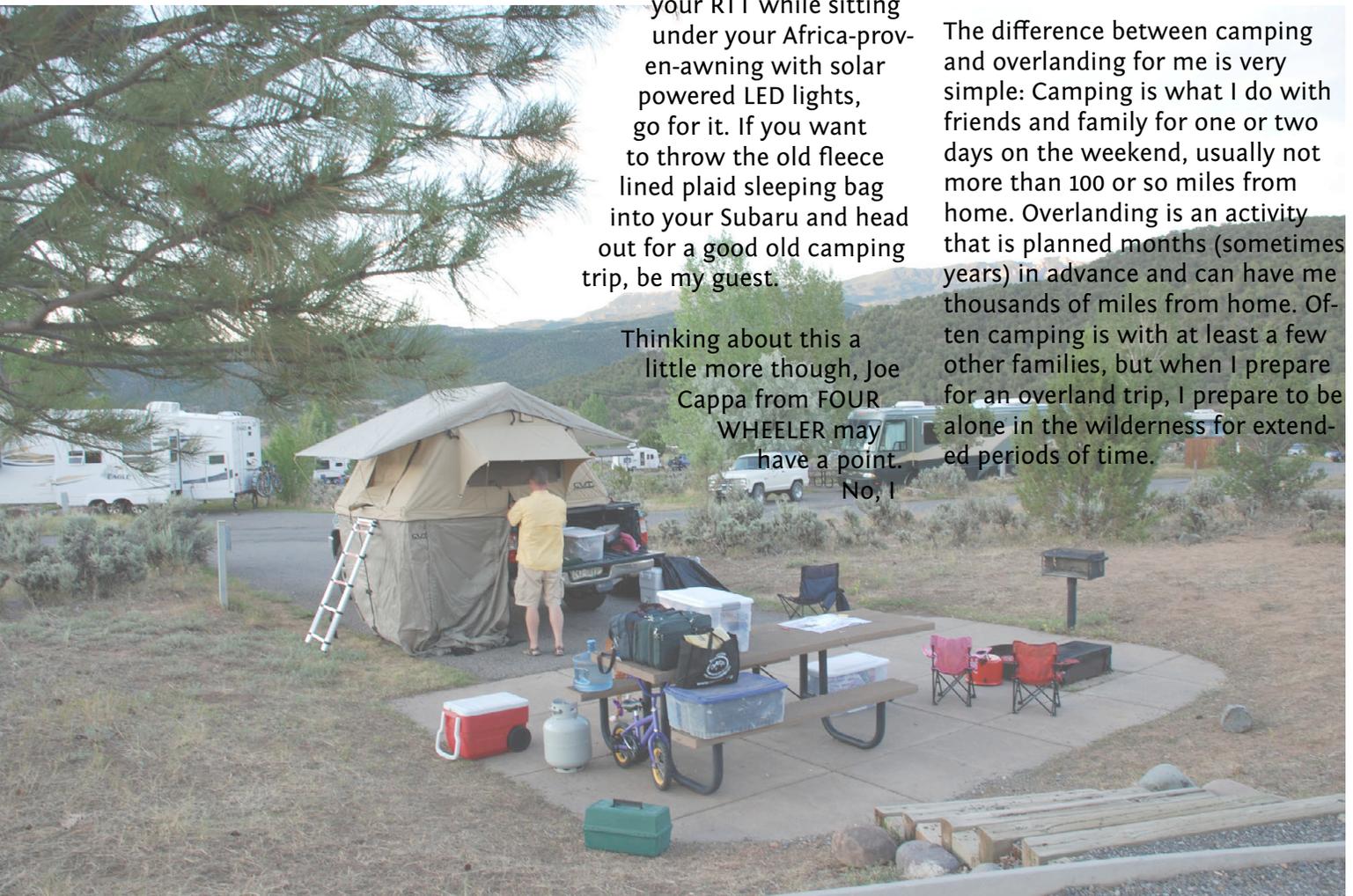
Still, the way I think about an overland adventure is different than a camping trip, so I think preparing for it in a different manner is a good idea. Whether you're in the outback or just out back, you want to prepare to the best of your ability, and use quality gear and common sense to stay safe, happy, and healthy.

by Shane Williams

truly a good thing, and I'm all for it. If you want to "overland" to the nearest KOA and pop out your RTT while sitting under your Africa-proven-awning with solar powered LED lights, go for it. If you want to throw the old fleece lined plaid sleeping bag into your Subaru and head out for a good old camping trip, be my guest.

Thinking about this a little more though, Joe Cappa from FOUR WHEELER may have a point. No, I

The difference between camping and overlanding for me is very simple: Camping is what I do with friends and family for one or two days on the weekend, usually not more than 100 or so miles from home. Overlanding is an activity that is planned months (sometimes years) in advance and can have me thousands of miles from home. Often camping is with at least a few other families, but when I prepare for an overland trip, I prepare to be alone in the wilderness for extended periods of time.





stove meant for occasional weekend use just won't cut it for extended use in the backcountry. That doesn't mean I need the ultralight-supercharged solar powered "neatostove", but I need good gear that will stand the test of time.

So in many ways, the gear may be the same for either activity. I need a stove, food, water, fuel, navigation, and other items to ensure things go smoothly. The differences really come in the way that you prepare. In reality, the four or five camping trips I get to do every year are helping to prepare me for the one or two overlanding trips I do. Maybe that's the difference in gear? No offense to big box stores, but a generic



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I'm a firm believer that there is a definite 'overland tax' applied to most equipment sold to the overland crowd. Titanium cups, ultra convertible LED lamps, and svelte bath mats certainly come to mind. Can we use more 'traditional' versions of those items and get by just fine? We certainly can, and we should. I, for one, will not drop \$125 on khaki cargo pants or over \$200 on a milspec duffel bag when my Kelty nylon bag and zip-off hiking pants work just fine. Luckily we still live in the land of the free and we can choose to stimulate the economy in any way we want.

If you want to go on an extended camping adventure across three states, tell us about it because we love stories of connecting with nature. Is overlanding the continental divide more your thing? We're stoked to learn about that adventure as well! ■

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Eric's well built first gen Taco made easy work of Chinaman Gulch during the 2012 Colorado Toyota Jamboree.



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