

# TCT MAGAZINE

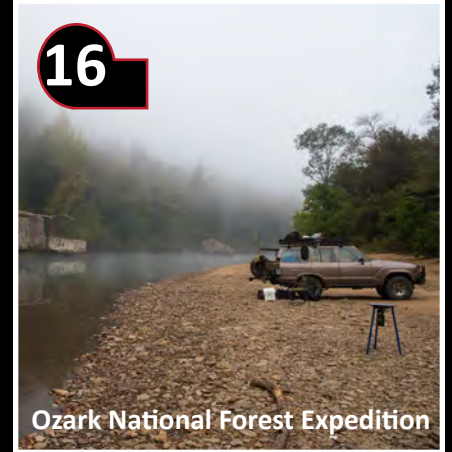


FALL 2017 • VOLUME 10 • ISSUE 4



**On The Cover:**  
Riley's one of a  
kind UZJ40  
tackles red rocks

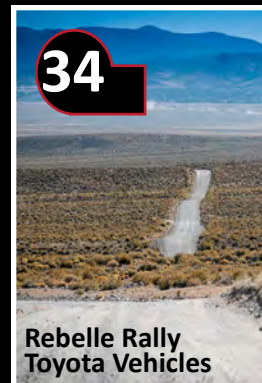
Photo by  
Ross Kyker



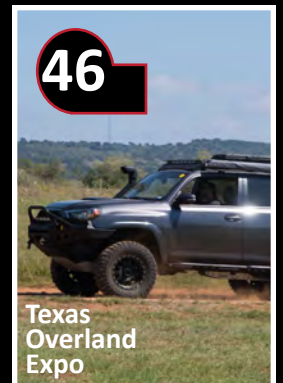
Riley's UZJ40



Traveling the  
Americas in a  
Toyota HJ61  
Land Cruiser



Rebelle Rally  
Toyota Vehicles



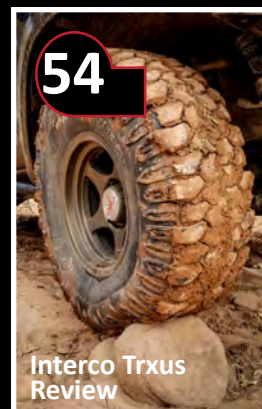
Texas  
Overland  
Expo



Rendezvous in the Ozarks



Patriot Campers



Interco Trxus  
Review



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Crawler

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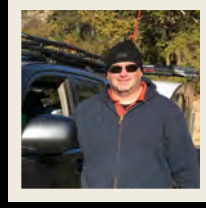
Mineral Creek Trail | Photo by Allen Turner

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# EDITORIAL STAFF



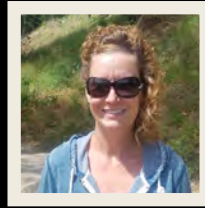
Shane Williams | Publisher  
2012 Lexus GX-460  
Colorado Springs, CO



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



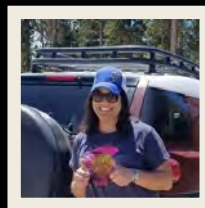
Bob Holliday  
2006 Tacoma TRD  
2007 FJ Cruiser TRD SE  
Denver, CO



Heather Swearingen  
Too Many Land Cruisers  
Toquerville, UT



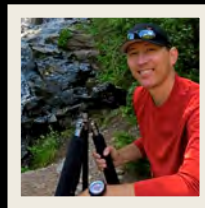
Beau Johnston  
1998 4Runner | 1969 FJ-40  
Casper, WY



Kathy Locke  
2008 FJ Cruiser  
Aurora, CO



Daniel Markofsky  
1993 80 Series Land Cruiser  
Denver, CO



Dennis Lloyd  
2010 FJ Cruiser  
Eagle, ID



## FROM THE PUBLISHER

It's been a very busy season for our entire team, so first a few announcements.

We're excited to announce Phillip Jones as the new Editor in Chief. Phillip has been one of our top senior editors for years, and has already made his mark on our awesome publication. Don't worry, Beau is still very much a part of the team, so you can expect to see plenty of his work in future issues.

We also have a brand new Creative Director! Kathy Locke from Aurora, CO joins us with over 20 years experience in publishing. She will certainly help take Toyota Cruisers & Trucks to the next level.

We also have two new partnership managers coming on board. Matt Peters is part of the Lone Star Toyota Jamboree and has a lot of experience in the Toyota community. George MacKenzie III is a long time Toyota Enthusiast and an ASE certified mechanic. They'll be handling our vendor partnerships and will also be attending several events in 2018.

As we close out our 10th year of publishing, the future is bright for anyone who loves Toyota based adventure. This issue is packed full of information, inspiration, and ideas to help get you out exploring!

We're looking forward to an amazing 11th year!

As always, stay safe, Tread Lightly, and have fun!

*Shane*



Monument, Colorado 80132

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# New & Noteworthy

## High Performance Brakes from Cruiser Brothers

Cruiser Brothers, LLC has announced expansion of its offering of high performance brake components from Australia based Terrain Tamer. As distributor for Terrain Tamer in North America, Cruiser Brothers supports unique solutions for offroad Toyotas through a large network of installing shops and resellers. In addition to all series of Land Cruisers, the Terrain Tamer brake package is now available for Lexus (LX and GX), 4Runner, Tacoma, FJ Cruiser, Tundra, Sequoia, Mini Trucks and the T100.



- HP Terrain Tamer rotors are slotted, drilled and beveled to provide maximum brake engagement, cooling and long service life. Heat is the primary source of warped and cracked rotors and these units keep cool while shedding mud, snow and ice.
- Rotors are OE bolt-on replacement, double grounded to eliminate run out and taper - mill balanced to ensure vibration free motion.
- Terrain Tamer brake pads provide firm pedal feel, reduced fade, reduced noise, minimum dust and longer service life.
- Brake pads are available in standard and heavy-duty formulations – the latter for heavy vehicles and tow rigs.
- Standard – Semi-metallic material composition, OE manufacturer, high fade resistance specific for 4WD, patented technology
- Heavy Duty - OE manufacturer, high fade resistance, patented technology, premium ceramic formula
- Most rotors are priced at \$179 each (suggested retail), while the pad sets (each axle) are \$59 for standard and \$79 for the heavy duty pad sets.

Visit [www.CruiserBrothers.com](http://www.CruiserBrothers.com) for more information.

### Contact:

Ward Harris, Cruiser Brothers  
ward@cruiserbrothers.com  
1-800-224-7801, extension 3





## Rope Stopper from COMEUP Winch

This is a great new innovation from COMEUP, a simple accessory to protect your fairlead from damage.

The stopper is used as an isolator to eliminate hook impact when the winch cable wound in.

Installation is easy since it's a two-piece design and stainless steel screws.

The Rope Stopper is suitable for 10mm (3/8") & 11mm (7/16") in diameter synthetic rope with a hawse fairlead.



MSRP: \$15.99

Available Spring 2018 from COMEUPUSA.com

## Warrior Products QuickLatch Off-Road Jack Mount

As you saw on our Facebook page during FJ Summit, Warrior Products has released their Quicklatch jack mount.

This mount is designed to provide a solution to mount an Off-Road Jack to any Warrior Rack System or other flat surface.

It's fully lockable using any padlock or cable lock to keep your gear from being stolen.

The simple-to-use clamping mechanism provides quick access to your jack without bolts & nuts.

All hardware is included and no drilling or cutting is required for installation on Warrior Rack Systems.

\$124.99 from Warrior Products Dealers





# New & Noteworthy

## Road Shower 4 Now Available!

The newly upgraded Road Shower is now available in 3 sizes: 4S, 4, and 4L hold 4, 7, and 10 gallons respectively. This rack-mounted device provides pressurized water and relies on the sun for heating. Each of the version 4 models can be pressurized up to 65 PSI, which is 40 PSR higher than the previous model and eliminates the need to pressurize multiple times. A new convenient feature is a t-slot on the side for side-mounting to a rooftop basket.



The Road Shower 4's can be filled and pressurized with a garden hose and an included connector. Each Road Shower 4 has the option to add an outlet on the opposite end. This allows the hose to be quickly moved to the downhill side in order to drain the last drop from the tank without having to move the vehicle. A new optional accessory that will be soon available is a flex neck low flow shower head, for hand free showering. Other accessories that are in the works are a propane heater for those cold sunless days and a neoprene cover to help hold in heat on those cool days that are still sunny.



**Contact:** RoadShower.com  
**From** \$299.95





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**BODY ARMOR**







# 2017 HIGHLIGHTS

By Bob Holliday

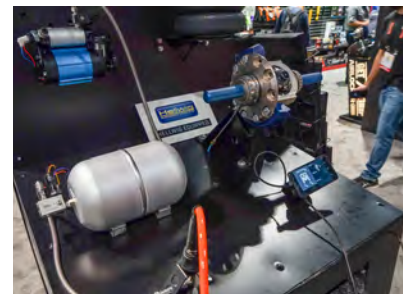
For many, the SEMA Show alone is an event worth traveling the world for. In recent years, the journey to the Show has become a great adventure, and the Show is an added bonus. For those in the Show, the battle to get everything developed and built for the Show is the hidden story that many attendees do not get to see. These hidden stories are what elevate the SEMA Show from a standard auto show to THE premier auto show, and one worth coming back to. Year after year, these companies continue to push the boundaries within their industry and we are lucky enough to witness their dreams come to life.



With the sounds of drifting behind, this Tacoma standing high on 37" Mickey Thompsons stood out in the crowd sporting a summit series CVT, stunning KMC wheels, BDS and Fox suspension, Addicted Desert Designs front bumper and CBI Offroad rear bumper and bed rack.



**Catuned Off-Road** brought a stunning 1988 FJ62 with a Mercedes OM606 turbo-diesel swap. Inside and out, the finish was very pleasing and was a shame to find it tucked away and not more in the spot light.



One of the major releases this year in the off-road market was **ARB's** new LINX Vehicle Accessory Interface. Through a single



touchscreen display and out of sight controller, the system allows you to have control over a variety of accessories. Supplied with modules for: front & rear traction, compressor control, accessory switchboard such as lights, battery monitor, speedometer, and air suspension control. The touchscreen device also has a built-in GPS to determine the vehicle location and speed. A nice feature is the ability to set your desired air pressure when airing up or airing down, which will utilize your ARB compressor to either air up to or let air out until your desired pressure is achieved.



**ARB** gave the Tundra some love this year by adding the model to their ever growing line-up of BP-51 options as well as a new Summit front bumper for the Tundra models.



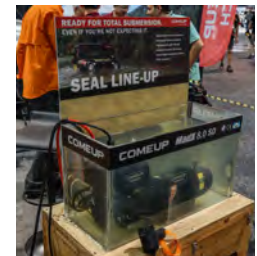
Bringing the lighting game to a whole new level, **Baja Designs** will be coming out with laser technology in their light lineup. First to be included alongside their existing LED technology to provide a complete short-range to extreme long-range lighting needs, then later to potentially offer a laser only light pod. Seeing first-hand the output of the laser, it is amazing how far and clear the beam of light is projected.

**Baja Designs** had their newest high output LED light on display, the LP9 consists of nine forward facing and six peripheral facing LEDs. The Integrated Peripheral Technology (IPT) produces 200 degrees of usable light with a lumen output of 2,280 lumens from the

IPT, while the forward-facing LEDs put out a massive 11,025 lumens. The LP9 offers three modes which include a backlight, low beam or full on high beam depending on your light output needs. In the near future, keep an eye out for smaller versions of the LP9 to fit the more compact needs of users.



**Bubba Rope** released their new Gator-Jaw Proline which eliminates the need for metal in the winching process. The Gator-Jaw technology has been integrated into their synthetic winch line which acts as a built in soft shackle. Another benefit besides removing additional links in the line, without a hook/shackle/thimble, the full line will now be able to float on water if needed.



**Comeup Winches** had a fully submerged Seal winch to show off the waterproof design. Coming out soon from Comeup is a new lineup of clutch levers to fit





your mounting needs. A longer single sided lever, air controlled and a hybrid lever/air control.



We were pleased to see a wicked Tacoma build at their booth this year showcasing their Discoverer STT Pro tires with long-travel underneath and a built out bed ready for adventure. **Cooper Tires** took home an award this year at SEMA for their introduction of the Evolution H/T which is the mid-range highway tire for crossovers, SUVs and light pickups. The Evolution series will be expanding over the year to include options for those looking for a quality tire at a mid-range price. In addition to the Evolution series, Cooper has been making some impressive developments on their winter specific tires for those who need reliability in the harshest winter conditions.



**Dometic** brought out their true dual-zoned CFX fridge for display and announced they are working on new size options for this versatile portable fridge. A great way to expand your meal and beverage options while on a long trip.



A true mammoth in the overlanding world, the **Earthroamer XV-HD** made its presence known out front while the smaller (not really that small) XV-LTS took a smaller spotlight still towering high amongst the Baja-bound trophy trucks.



**Factor 55** has been busy this year releasing their new Flat Splicer and Rope Guard. The Flat Splicer design allows the winch rope to be better protected



from abrasion and UV damage. The Rope Guard is a protective cover for current Factor 55 Flat Link and Ultrahook owners that acts as a skid to protect the winch rope from abrasion and UV exposure.



**Field Craft Survival** built a decked out camo wrapped 3rd gen Tacoma for SEMA this year that will be sold to benefit the Gold Star Teen Adventures – A program built to provide healing, mentorship, development and opportunity to children of Special Operations Service members who lost their lives in the line of duty. It's always great to see great builds being used for great causes.



The FJ Company



It is always jaw dropping to see the works of art **The FJ Company** brings to the show. It's hard to find flaws when examining their builds and great to see some of the upgrades they slide into a vintage package.



In addition to a sharp Camburg equipped Tundra overland build featured out front and the most expensive TV mount in the show inside, **Fox** displayed their more reasonably priced 2.0 Coil-over IFP and rear 2.0 IFP shock for the Toyota truck market. The Coil-over will utilize the OEM spring and top mount while allowing 3 ride height adjustment and their IFP technology. A great way to add performance upgrades to your truck without breaking the bank.





Becoming known for their month-long expeditions to SEMA, the **Garage Shop** brought back their modded FJ40 for another year of adventure. We're always amazed that they let these guys in with their rig looking like it should! The mud is a great contrast to the tire shine found elsewhere at the show.



**Icon Vehicle Dynamics** had the beautiful X Elles Racing Land Cruiser (Gary) stretching out its Icon Suspension. IVD also were showcasing their expanding 3.0 series which now includes 3.0 suspension options for the Toyota Tundra.



**Proffitt's Resurrection** had a few amazing Land Cruiser builds in the show this year. Two in particular that caught our eye were the 79 Series with a Cummins R2.8 swap, and another featured at the Bilstein booth named the Retro Crawler that started life as a 1972 FJ40.





**Patriot Campers** made their presence known throughout the south hall with numerous trailers scattered throughout the booths, but the gem that stole our hearts was their 79-series featured in the Nitto booth. The LC79 is a rig built to truly “dominate the landscape.” For more details on Patriot Campers in the USA, see Phillips interview on page 50.



Built for a purpose, **Project Front Runner** is a remarkable story of students coming together to restore and upgrade an old 4Runner. Their purpose? To raffle off the truck and raise funds for the Freedom High School Auto Club. Money raised will help pay for tools, materials, scholarships and other items to keep their auto program available for students can learn and explore their passion for automobiles.



**King Off-Road** released two new 3.0 coilover and 3.0 rear bypass shocks options for the 2007+ Tundra as well as the 2016+ Tacoma. The coilovers now feature a lower coil adjustment for easier ride height adjustments and better fitment as well as finned remote reservoirs.



Behind the Equipt built Land Cruiser, **Maxtrax** had a few new treats up their sleeves for 2017. Their new extreme version is made out of a reinforced nylon utilizing aluminum replaceable studs for increased strength, durability and grip. Maxtrax also released two smaller versions that are ideal for the side-by-side market or for easier storage inside of a vehicle. One version of the mini boards is designed with a flat bottom that can be used as a hi-lift base for off-road applications.





For those looking for more mounting options in their rig or on their gear, the new Aluminum Tough-Track from **Ram Mounts** may be the answer. Available with multiple mounting ball sizes, the possibilities are nearly endless.



**Rhino-Rack** had a sharp Tacoma on display showcasing their numerous products offered for the Tacoma and other models. Bed racks, roof racks, rack ladders, multiple mounting options and awnings were all on display. Shane's new "Project4 GX-460" features a Rhino Rack, so look for detailed coverage online and in future issues.



**Scosche** brought out a nice looking Tacoma this year showing off many great mounting options on their bed rack. It's always great seeing new ideas on how

to mount your gear to best utilize the space given. They had a small roadshower/water tank inside the bedrail and showed off some accessory mounts on the bed rack rails for their Bluetooth radio and fire extinguisher. Another nice mount we noticed was their use of a magnet phone mount on the inside of the bed rail for quick storage of your phone while out back playing music at camp.



The **Shadowrunner Tacoma** came out to Vegas to play. Built for the desert, made to go anywhere.



**Warn** released new Ascent front and rear bumpers for the Toyota Tundra. The rear bumper has a built-in winch mount allowing for the large platform to have winch control in front and rear. A Semi Hidden winch kit is now available for the 4Runner as well as a Control Pack Upgrade Kit that allows owners of select Warn winches to add a new control pack and replace the old basic looking box. The Control Pack mount utilizes the mounts above the winch line to center the new control pack above the winch. **WARN**





# DAYLIGHT ON DEMAND.

ARB Intensity LED lights produce a white light that is the closest possible color to daylight, reducing eyestrain, driver fatigue and performing brilliantly on corrugated roads. Engineered to military standards, ARB Intensity lights can withstand long periods of extreme conditions, are water submersible up to 9ft and dust and waterproof to IP68 ratings.

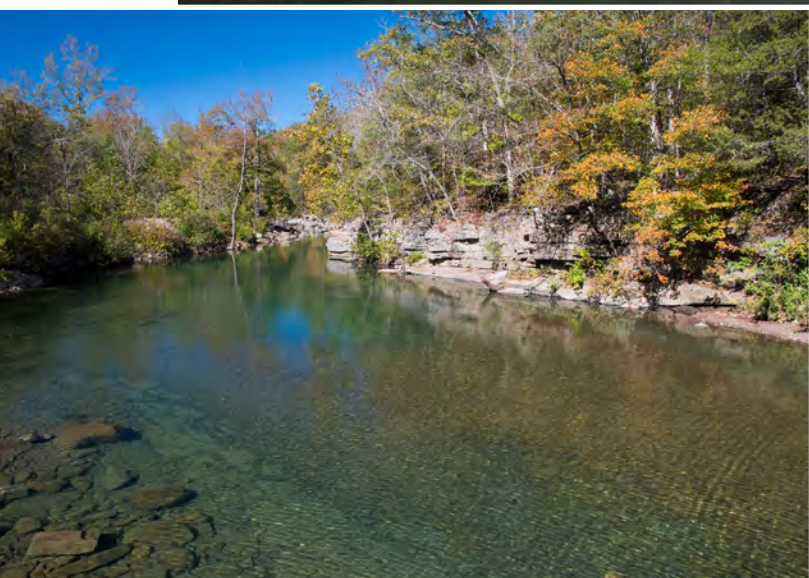
**[ARBUSA.COM/INTENSITY](http://ARBUSA.COM/INTENSITY)**

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**4X4 ACCESSORIES**





*When contemplating states blessed with scenic landscapes,*  
the state of Arkansas may be one of the most underrated. The Buffalo National River winds through small mountains, tall bluffs, and past cave entrances—all of which make up the Ozark National Forest. Thanks to the humid climate, the trees become a colorful wonderland in late October, and that's when the paved roads in this area are frequented by sports cars and motorcycles.

**STORY AND PHOTOS** by Phillip Jones





*Ozark National Forest*  
**EXPEDITION**





**Top:** Expedition Leader Dave Lay leads the group down one of the many scenic trails in Ozark NF.  
**Below:** Dave Lay and Todd Richardson navigate across one of the many river crossings. By Fall, many of the river levels have dropped.  
**Bottom left:** A rocky drive is worth the effort to land at the best riverside campsites.



**The Ozark NF** is more than just a scenic destination. For many decades, off-roaders have traveled on the many unpaved roads and trails of this rugged forest and camped alongside the many rivers and spring-fed creeks. During Spring and early Summer, the Buffalo National River is a favorite destination for canoers and kayakers. In the northern section is a famous small mountain with bluffs on all sides called Sam's Throne, where technical rock

climbers top rope 30 to 40 ft. routes of varying difficulties. A friend of mine wrote the climber's guidebook back in the 1980's.

Growing up just north of the Arkansas/Missouri border, I frequented this area as a college student back when I drove a 1974 Dodge Power Wagon 4x4. The famous Ozark Highlands Trail is a backpacker's delight. I backpacked portions of the scenic trail and fondly remember coming across civil war era remnants. I long to return to the area and explore



more of the trail.

Wildlife is plentiful in this region as well. Back in 1993, my girlfriend at the time (she's now my wife) and I had finished a day of rock climbing at Sam's Throne and were driving down the switchback dirt road. As we rounded one of the corners, I hit the brakes just before hitting a black bear standing in the road. On another trip, we saw the largest rattlesnake I've ever seen—24 years later, I have not found one as big.

In October of this year, I joined a group of Arkansas residents for an expedition through the Ozark National Forest. Our destination objective was to arrive at the first annual Rendezvous in the Ozarks: a small overland-themed expo (see event story in this issue). Thankfully, the Arkansas wildlife did not disappoint. On our first morning, we spotted a large Elk bull far across a field near a creek. It was a beautiful sight through binoculars. On our 2nd night of camping, we observed



Todd Richardson managed the trails just fine in his stock FJ62.

*What I learned on this trip was the best camping spots are the most difficult to access, which is a good thing.*



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an eagle glide over the river, such a peaceful ending to the last twilight.

Over the next 3 days, we came across a maintained historic homestead, a maintained historic school, old cemeteries, and many waterfalls. Arkansas has so many waterfalls that someone wrote a guidebook. What I learned on this trip was the best camping spots are the most difficult to access, which is a good thing. Not only did we have these areas to ourselves, we had fun getting to them. Our leader, Dave Lay, drove his 60-series Land Cruiser through the narrow natural canopies, the many water crossings and mud holes,

and tight tree situations with ease. He grew up in the area and started exploring these trails back when he became old enough to drive. I won't reveal his age, but it was long before digital GPS handhelds existed.

Pat Bowen in his well-equipped AEV Jeep pulled his military box trailer and carried the rear. I've experienced quite a few trips with Pat and knew I would enjoy this area and these tight access routes. My 4x8 Hiker Trailer was the right width for the few natural forest canals we traveled as a wider trailer would not have fit. At times I felt like I was in a forest right out of the *Lord of the Rings* trilogy. Most of the



Despite the lower water levels, waterfalls still offered natural beauty.

*Over the next 3 days, we came across a maintained historic homestead, a maintained historic school, old cemeteries, and many waterfalls.*




Historic structures are maintained by locals and remain open to the public.



trails and roads we traveled in the Ozark NF were accessible for larger rigs and trailer, but Dave and Pat purposely chose the secret scenic campsites, so I could see them and partake in the challenging access trails.

The Fall colors of orange and yellow were starting to show, with some trees already displaying dark reds. The rivers were low, making for easy water crossings. We were greeted by multiple old bridges standing strong over small river branches, and larger one-lane trestle bridges over larger water expanses.

In addition to primitive camping, there are several NF designated campgrounds with limited services. Traveling on the curvy and hilly paved roads guarantee an encounter with old fashioned restaurants, stores, and gas stations. We dined at one such place in Oark, AR called the Oark Café and General Store, established in 1890. We feasted on delicious burgers followed by wonderful homemade pie.

Trust me, it's possible to find excellent Overland adventure through the Ozark National Forest. Consider adding this beautiful area to your 'must see' list. 



*We were greeted by multiple old bridges standing strong over small river branches, and larger one-lane trestle bridges over larger water expanses.*







## Land Cruiser

**W**hen you've been publishing a Toyota magazine for over 10 years, you're used to researching, covering, and drooling over amazing trucks. One of my favorite pastimes is browsing the various forums on both [IH8MUD.com](http://IH8MUD.com) and [ExpeditionPortal.com](http://ExpeditionPortal.com), and sometimes you come across a vehicle that's nothing short of astounding.

**BY** Shane Williams

**PHOTOS BY** Riley Troy and Ross Kyker [[rosskykerphoto.com](http://rosskykerphoto.com)]



# RILEY'S UZJ40







While he originally planned to use an original FJ-40 beige color for the finished truck, he ended up choosing the more modern Toyota Cement Gray. One of our favorite current Toyota colors.



### If you haven't already seen it, allow me to introduce Riley's UZJ40.

Wait... U Z J 40? Yep.

Take the classic 40 series, spend a few thousand hours (we won't really cover the cost), and install a 2UZ iForce V8 engine, plus a750f A/T, then finish it with the highest attention to detail. That's the UZJ40, and it's gorgeous.

Reading through the 22-page build thread on IH8MUD will consume an afternoon, but it's worth it ([forum.ih8mud.com/threads/my-uzj40-build-2uz-iforce-v8-and-a750f-5spd-auto.835190/](http://forum.ih8mud.com/threads/my-uzj40-build-2uz-iforce-v8-and-a750f-5spd-auto.835190/)). Riley covers the entire process, why he made each choice, and how his build evolved over time. For our part, we will look mostly at the finished machine.

The Land Cruiser is a 1976 vintage and was purchased by Riley from a private owner in Portland, OR. The LC had been heavily modified, which wasn't a concern since Riley planned to rebuild it completely from the frame-up. While he originally planned to use an original FJ-40 beige color for the finished truck, he ended







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up choosing the more modern Toyota Cement Gray. One of our favorite current Toyota colors.

As you can see in the photos, the outside of the UZJ40 is impeccably finished. What I've learned in all these years though is that it's only half the battle. A quick look inside the truck reveals the true artwork Riley has created with his Land Cruiser.

Riley contacted a local fab shop in Las Vegas to create custom dash pieces, door panels, speaker pods, and a center console. All items (including the OEM cluster bezel and glove box door) were powder coated to present a consistent look and feel inside. A custom switch panel includes just about everything you could imagine. Riley even wired an actuator to the original side-vent and set it up for recirculating air.


Under the dash you'll see a variety of aircraft-style circuit breakers. That's right, Riley decided against running standard fuses in his truck, so he built a custom circuit breaker system that's similar to the helicopter units he's familiar with. Speaking of circuits, the LC won't start unless the specific transponder-enabled key is inside the truck. Talk about modern technology meeting a classic vehicle!

When you have the type of skill to complete a truly custom build, what do you do next? Build a custom Off-Road Trailer to go with it, of course. His custom trailer is everything you'd expect: custom table with sink, ARB tent, awnings, and fridge, Cook Partner stove and storage bins in a custom container, as well as a power center. The trailer is as capable as the UZJ40 and is truly ready to go anywhere.

Under the dash you'll see a variety of aircraft-style circuit breakers.





I encourage you to read through the UZJ40 Build Thread on IH8MUD.com as well as the Trailer build thread on ExpeditionPortal.com (forum.expeditionportal.com/threads/171183-Off-Road-Camp-Trailer-Build/). You can learn every detail, and possibly find inspiration for your own custom Land Cruiser. 





**toytec designs**



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# Traveling the Americas IN AN HJ61 LAND CRUISER

By Claire Delas and Alexandre Patrier

**OUR HISTORY WITH A TOYOTA LAND CRUISER BEGAN WITH THE PURCHASE OF A 1989 TOYOTA HJ61 IN 2012, AND OUR JOURNEY WITH IT HAS BEEN INTENSE. NOT ONLY DID WE TRAVEL WITH IT ALL OVER THE AMERICAS, WE DID A COMPLETE FRAME-OFF REBUILD OF THE ENTIRE TRUCK PRIOR TO THE EXPEDITION.**







**W**e are passionate about mountains, adventures and wilderness since we are from the mountainous Pyrenees region in France. We wanted to travel, so we decided to go to Norway. In 2010, we prepared our VW van to be our mobile home for a few months and hit the road to Norway. We spent 3 months traveling between the fjords, mountains, glaciers, and boreal deserts as our first long-distance expedition. It left a deep impression on us. We discovered a wonderful country—peaceful and friendly.

Upon crossing the border on our return trip to France, we encountered congestion: too many people. Drivers displayed aggression: horns, fingers, screams... We were spectators, disappointed to return to our own country. We wanted only one thing: to go away again! But where? We decided to

prepare for traveling through the Americas, from Canada to Patagonia.

The Toyota HJ61 was our first 4WD vehicle, the performance and robustness of this old Land Cruiser convinced us it was the right rig. Equipped with the 3.9L 6-cylinder 12HT turbo diesel engine with 136 horsepower, it had sufficient power. The odometer read 250,000 kilometers. However, we lacked the mechanical expertise to maintain it. This was a great opportunity for us to learn more about our Toyota. We knew nothing about mechanical work, but we wanted to be prepared for the failures that would inevitably punctuate our journey.

For 2 years, we worked on the frame, engine, and body scattered across 3 different locations. We chose to raise the roof of 25 cm to increase interior comfort during the winter, complete with rear taped windows

## THE BUILD



Original condition of our Toyota HJ61, just prior to the restoration.

1. We disassembled the entire engine. There was no bolt we didn't remove!
2. After two years restoring the HJ61, our travel companion was ready to cross the Atlantic Ocean in a container. First, it needed to be cleaned.
3. Although we lacked knowledge about vehicle mechanics, we performed the renovation of our Toyota HJ61 and learned a lot. The mechanical experience prepared us for the road.





and insulation. For the summer, we mounted a roof top tent.

We met an amazing person, Florent Rivière, from the 4x4 shop, Egal 16. Florent is a 4WD specialist near Toulouse, in the southwest of France. He served as our mechanic instructor! Together, Alex and I removed our engine under the benevolent watching glance of Florent. We disassembled the frame and removed the axles. After cleaning the chassis parts, we painted and reassembled them. Next was renovation of the engine.

When it was time to restore the manual gearbox and the transfer case, Florent provided valuable guidance. During welding training, Alexandre made new bumpers and a stainless 190-liter tank. We had to have sufficient autonomy to cross some areas in the Americas. We attached the engine, manual gear box, and the transfer case on the frame. Next, we started to reassemble everything...like a big puzzle.

After putting the drivetrain back together, we painted the body and fit out the interior of our new house on wheels. We added an auxiliary battery with 130Ah to feed our electronics. We wanted it simple, yet efficient. We installed LED lighting, a fridge, and a power converter.

For a hot shower system, we connected a 100L water tank with a water pump and boiler to exchange heat with the coolant system. We placed it next to the additional heater we added to warm the engine. We thought out and built our Toyota to live in for a few years, spanning all seasons in the Americas.

In May 2014, we were ready to set out on our adventure. We shipped our Toyota to Montreal, Canada where we started our travel after waiting 2 months for the arrival of our Land Cruiser. Once it arrived, we loaded up and traveled across Canada until we reached the Rockies. We enjoyed these mountains before heading North to explore snow-covered Alaska.

With our working holiday visa in Canada, we had the opportunity to work for the winter. We headed to Whistler, close to Vancouver, to work for the winter season. We stayed in Canada, working and traveling, until October 2015, when we crossed the border to USA. Winter time in the West of United States was a great time for us: hiking, skiing, and enjoying the great landscapes. On our way to the South America, we really loved Mexico. We entered Central America for the first time in July 2016, after having done 80,000 kilometers in North America.

There are 2 seasons in Central America: dry and wet. Summer there was a bit too hot for us. From Guatemala to Panamá, we were always looking for water to take a bath, or for higher elevation, e.g. volcanoes, to find cooler temperatures! We crossed Central America 3 times. First time was to join my parents in Nicaragua. In August 2016, we quickly crossed through Guatemala, El Salvador, and Honduras to meet them during the wet season. This was our first time to transport 4 people in the Toyota. We placed their luggage on our roof top tent when it was not raining. Eventually they took the bus and we followed them. From the Pacific coast to the feet of the



On our way up to the Telica volcano, in Nicaragua, it is necessary to drive with the low gear to reach the point where we could start to hike.



In the background is the active Momotombo volcano in Nicaragua. It has been in a state of eruption since December 2015.

## There are 2 seasons in Central America: dry and wet.



Ivan and Katia, with their HZJ75, were our travel companions during one month in Nicaragua and Costa-Rica. We will meet them again in South America. We camped with them in front of Ometepe Island in Nicaragua and the Concepcion volcano.



volcanoes, and the mountains where the coffee grows in Nicaragua, is open country where we could overland and camp everywhere. It was a safe country as long as we avoided touristy areas.

The second time we crossed Central America, it was to enjoy more time in Mexico. After a few months there, we came back to Central America, crossing those countries for the third time, during the dry season while it was winter in Northern Hemisphere. We enjoyed visiting again the volcanic chain in Guatemala, hiking higher than 3,700m elevation to see the sunset on the volcanoes. As in Mexico, we found the Guatemalan people very proud of their origins and their history. Our time in Guatemala was more of a cultural and peaceful immersion—especially in Antigua, the old capitol, and around the Atitlán lake where it seemed we were in a different

era. After crossing El Salvador 2 times by the road along the Pacific Coast, we wanted to visit friends in the capitol, San Salvador. Even if El Salvador is considered as one of the most dangerous countries in the world, we spent safe time there, avoiding bad areas to avoid bad encounters. In isolated areas, the people are very hospitable and had great experiences. We didn't forget to eat a maximum of pupusas: Salvadorian corn and cheese tortillas. We deem food as an integral part of the travel and the discovery.

We returned to Nicaragua where we spent another month, much more than the time we spent in the other countries of Central America. We wanted to share our favorite Nicaragua places with others, so we spent one month with Ivan and Katia, another French couple traveling in a Land Cruiser. Due to heat, we woke up early to hike the Nicaraguan volcanoes. And when



Antigua, in Guatemala, was a great place to stay during few days because it is possible to camp at the police station in the heart of the colonial town.

**We didn't forget to eat a maximum of pupusas: Salvadorian corn and cheese tortillas. We deem food as an integral part of the travel and the discovery.**



In Costa-Rica, the hurricane Otto, at the end of 2016, did some impressive damages in the country and we crossed a recently renovated bridge.



The eyelash viper is a reptile we found in Costa-Rica. Even if it is yellow, it has no difficulty to hunt, staying hours without moving, awaiting prey.



it was too hot, we visited the ocean, enjoying water, fishing and cooking bread on our Dutch oven. We learned in Central America that it is impossible to do something in the middle of the day. As the Nicaraguan people do, we rested. Nicaragua was the country we loved the most: a water and lava country populated

by people with big hearts. When we decided to leave Nicaragua, we crossed Costa-Rica into Panamá where we put our beloved Toyota on the boat to ship to Colombia.

Follow us online to see our continuing adventure:

**[www.legaillardgalopere.com](http://www.legaillardgalopere.com)**. 



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Alexandre and Claire on the top of Santa Maria Volcans, Guatemala.



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285 70 17 All Terrain - Who's got the best Deal on 5 of them? Attila	11-16-2010 01:03 PM	458	74	106	Picture/Media P





Toyotas of the 2017

# Rebelle Rally

By Shane Williams

Photos Courtesy of Rebelle Rally, photographers as noted.





The only all-female off-road competition in the United States recently completed the trek from Nevada to California, covering over 2,000 kilometers (1,242+ miles). Adventurous women from all walks of life tested their skill and stamina, left technology behind, and participated in the ultimate road trip.



On the hunt for checkpoints, rally drivers in the distance kick up dust during a stretch of the Rebellé Rally.

Photo by Nicole Dreon

*This year,* four teams drove Toyota vehicles, so we compiled the basic details of each team along with photos furnished by the Rebellé Rally to pique your interest. We'll cover a few of the teams in greater detail in future issues.

## #154

### TEAM RLT (ROADS LESS TRAVELED)

**Full Bio:** <http://www.rebellerally.com/teams/4x4/team-154/>

**Team:** Tiffany Walker (Colorado)  
& Rori Lewis (California)

**Vehicle:** 2008 FJ Cruiser

**Sponsors:**

Pelfreybilt

Total Chaos

Pro-Eagle

Elite Auto Salon

Deadman Offroad



Photo by Nicole Dreon



Photo by Paolo Baraluk



## #148

### TEAM VAGABOND

**Full Bio:** <http://www.rebellerally.com/teams/4x4/team-148/>

**Team:** Anna Lewis (California)  
& Morgan Lytle (South Carolina)

**Vehicle:** 2014 FJ Cruiser

**Sponsors:**

Lifetime LED

Southeast Overland

GZila Designs

Step 22

Gear Greer Automotive Services ""GAS""

Bourn Adventure

Metal Tech 4x4

Toyota Trucks & Trails Podcast

Backpacker's Pantry

Deadman Offroad

Factor 55

Appalachian Toyota Roundup

Cruiser Gear

Epic Wipes

FN Wheels



## #110

### TEAM QUILOMENE

**Full Bio:** <http://www.rebellerally.com/teams/4x4/team-110/>

**Team:** Naomi Grebe (Utah) & Amy Hopkins (Washington)

**Vehicle:** 1992 Land Cruiser

**Sponsors:**

Alpine for You

Great Divide Earthworks, LLC

Highland Woodworking & Services



*Over 1,200 miles  
from Lake Tahoe, Nevada  
to San Diego, California*

## #103

### RECORDE THE JOURNEY

**Full Bio:** <http://www.rebellerally.com/teams/4x4/team-103/>

**Team:** Rachael Ridenour & Doreen Adorno (New Mexico)

**Vehicle:** 4th Gen 4Runner

**Sponsor:**

Maxtrax





In addition to these great teams, Total Chaos Fabrication provided helped drive media throughout the rally this year. You know they brought some amazing Toyota Vehicles for the event!

Also, Rebelle Founder Emily Miller drove her Total Chaos Equipped GX-470 for the event.

**You can read a full interview with Emily regarding the rally on Jalopnik. [TGT](#)**



Rebelle Rally founder,  
Emily Miller, in her GX-470.







[FRAMED]

*f/2.2 1/1000s 4.15mm*



Camping on an ideal viewpoint near Kachess Lake, WA.  
Photo by Matthew Hoge







FRAMED

f/10 1/80s 50mm



Manizales heights on the flanks of Nevado del Ruiz volcano,  
Colombia, during the journey across America since 2014.  
[www.legaillardgalopere.com](http://www.legaillardgalopere.com)  
Photo by Alexandre Patrier and Claire Delas









Experiencing lunar illumination at Rifle Lake, WA.  
Photo by Rasitha Wickramaratne



FRAMED



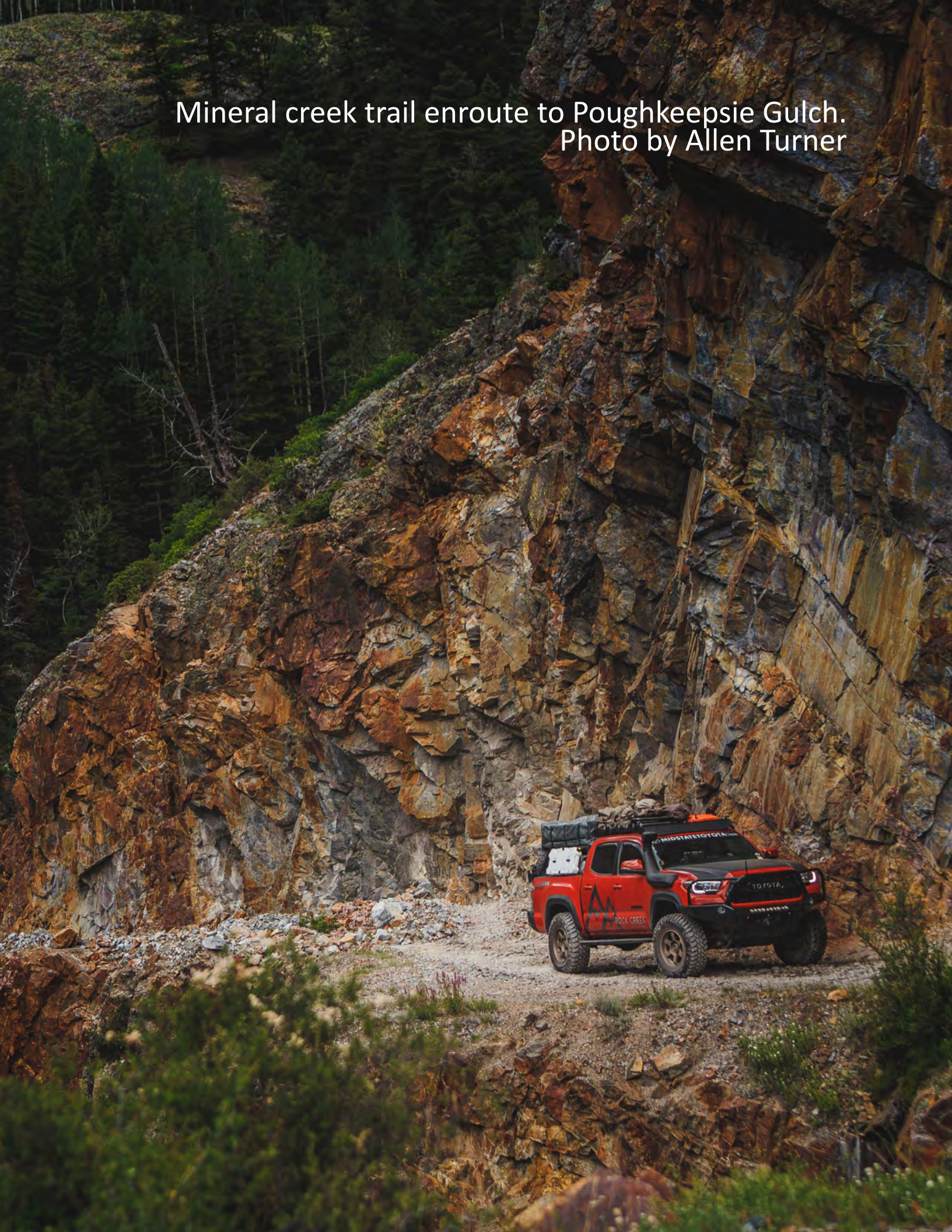


FRAMED

*f*/2.8 1/1250s 70mm



Mineral creek trail enroute to Poughkeepsie Gulch.  
Photo by Allen Turner







# Texas Avid Outdoors Expo

Story and photos by Phillip Jones

**I**n October, the 4th annual Texas Avid Outdoors Expo was held in conjunction with Texas Overland at the privately-owned Oxford Ranch Campground in the Texas Hill Country, just 30 minutes north of the rather famous towns of Luckenbach, TX and Fredericksburg, TX. The surrounding area features a network of dirt roads that are great for exploring. Jump on one of the county roads and you are likely to encounter historic German churches, old homesteads, and multiple shallow water crossings.

When asked about the goal of the Expo, event organizer Chris Devereaux explained that "the purpose of this event every year is to help members and vendors gather in one common place, and in one of the most beautiful parts of Texas." Clinics were offered for HAM radio, first aid, trail repairs and recovery, and tread lightly concepts. A dutch oven cooking contest plus a raffle drawing were evening highlights, and a guided trail run through the Hill Country was offered on Saturday afternoon.

With approximately 500 people in attendance and 22 vendors on site, this resulted in a 60% increase over





attendance numbers from the previous year. Together, the increased popularity for exploring in 4x4 rigs and the recognition growth experienced by Texas Overland are the major contributing factors for the major turnout. Vendors ranged from radio control off-road to multiple off-road tent suppliers, off-road trailer suppliers, fabrication, rock climbing, and even coffee beans.

Social media has been instrumental in the exponential growth of the overland industry, as there seems to be a longing for people to meet other like-minded adventurers. "The overland community is a tight-knit group, at times only on social media," Chris explains. "This event allows you to come into presence with other members and vendors you've been chatting with all year long, most likely through a screen."

"Texas Overland is so grateful for the opportunity to work with Frank and the guys at Texas Avid Outdoors, who started this event four years ago," said Chris. "We all work well together and are excited to make next year even better. We want to say a huge thank you to all our members that have supported us through the years and helped make this Expo what it is today. We couldn't do it without you all!" 🇺🇸

## Want to attend next year?

Consider extending your stay and visit the amazing Texas Hill Country towns of Luckenbach, Fredericksburg, Mason, and Llano. Be sure to check out the Alamo Springs Café just south of Fredericksburg. One of the most scenic paved routes in TX is just south of these towns. Head out of Fredericksburg to Kerrville to Center Town, then Elm Pass Rd south, cut over to Medina and go west on 337 to Vanderpool, then north to Lost Staples State Natural Area.





# Rendezvous in the Ozarks

**An Arkansas Style Expo for Overland Enthusiasts** Story and photos by Phillip Jones

**T**he 650 acres at Mulberry Mountain Lodging & Events in Arkansas is nestled in the hilly Ozark National Forest and serves as the ideal environment for the overland-themed expo "Rendezvous in the Ozarks". Event organizer Randy Putt came up with the idea while attending Overland Expo West in 2014. He wanted something in the central part of the U.S., according to Randy:

"As I watched the number of overland related Facebook groups and vendors from the central US grow over the last two years, I decided to start Natural State Overland specifically to host this event, promote Tread Lightly principles, and showcase the beauty of the Natural State!"

He was certainly onto something. Being the inaugural year, Randy was amazed at the attendance numbers: over 350 people from eleven states arrived in 163 trucks, 57 of which were Toyotas. In addition to the traditional raffle, Randy promoted a brand registration challenge for the most vehicles registered from July 18 through August 17. Toyota owners were awarded with their own raffle.

Vendor participation was strong. Randy reported that, "13 vendor booths were on site, and another 12 vendors unable to attend donated to the raffle. We gave away about \$5000 worth of product and gift certificates including two roof top tents, two awnings, two 12v fridges, and a 9,500lb winch."

When asked what he hoped attendees came away with, Randy explained, "I wanted to create an event that gave those who are interested in the overland lifestyle in the Central U.S. an opportunity to gather in a family-friendly atmosphere in the heart of the beautiful Ozark National Forest. It was my desire for them to meet like-minded individuals, learn from others, have the opportunity to experience some of the area trails, and visit with vendors and learn about the great products they have available."

Randy is already planning for next year. "The feedback has been overwhelmingly positive with everyone indicating they would attend again and bring friends," explained Randy. He is hoping to finalize date and location by the beginning of January 2018.



Travis Rhode and James Burnett drove their FJ40s up from Dallas, TX.



Randy's creation of Natural State Overland LLC is for more than just event planning. He wants to utilize his organization to promote Tread Lightly principles to keep the trails open in the Ozark and Ouachita National Forests in Arkansas.





"Natural State Overland is not just about overland style travel, it's a state of mind. It's making a conscious choice to get out and enjoy our beautiful country and to be an active member of the off-road community in support of Tread Lightly principles." Randy's heart is certainly in the right place. His desire for participants in this outdoor sport is to be "good stewards of our natural resources, and to be active in both local and national efforts to keep trails open. We can help preserve access to our public lands for future generations." **TC**

Follow Natural State Overland on their website and Facebook page:  
[www.naturalstateoverland.org](http://www.naturalstateoverland.org)  
[www.facebook.com/groups/naturalstateoverland](https://www.facebook.com/groups/naturalstateoverland)  
 List of participating vendors:  
[www.naturalstateoverland.org/vendor-booths](http://www.naturalstateoverland.org/vendor-booths)

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# Arrival of the Trailers by Patriot Campers

Story and photos by Phillip Jones



**T**he reputable Australian made **Patriot Campers** off-road trailers are now available in the USA! Patriot is well-known throughout the world for their rugged and feature-rich trailers, built to tough Aussie specifications. Check out their popular YouTube marketing video for the X1 trailer—the video has over a half-million views.

Exploration Outfitters, located in Mead, Oklahoma, is the official importer for all things Patriot Camper. I caught up with Matt Green, owner of EO, to ask some questions about the Patriot product lineup.



### Which features are the biggest selling points for the X1?

The X1 is a fantastic trailer for an adventurous family, packing a ton of features into a very small profile. All X1 models include a king-size bed contained within a roomy, open tent design with the ability to add an additional “kid’s room” for even more room for larger families. The X1’s feature a full pull-out kitchen on the driver’s side of the trailer, including a cooktop, sink, room for your favorite brand of fridge/freezer, and an optional swing-a-way arm for a Propane grill. Additionally, X1s feature as standard an onboard propane instant hot water heater system and either 18 or 36 gallons of water dependent on model. A variety of upgrades are available for the X1 models, including diesel-powered hot water, tent heating systems, and lithium batteries. All X1 trailers are equipped with a proprietary-designed independent suspension system as standard equipment. The setup features dual shocks and airbags, allowing for adjustment in suspension characteristics dependent on the load within the trailer. This also provides the ability to level the trailer when setting up camp on uneven terrain.



### The X2 is slightly smaller. What are the biggest selling points for the X2?

The X2 line of trailers from are designed as the perfect “quick getaway” rig. Depending on tent selection, the X2 can accommodate between 2-3 people comfortably, and maintain a lot of the standard features of the X1 trailers. The X2 is more compact and agile, while still offering a lot of storage for gear and equipment. A lot of that configurability comes from the Rhino Rack platform included as standard on all X2s. If this weekend calls for a roof top tent, and next weekend calls for kayak mounts, no problem, the X2 is ready to meet those needs. The X2 can be optioned in a variety of different ways, including full kitchen systems, awnings, Bluetooth stereo, etc.

X2s come standard with one 120AH AGM battery (2nd battery optional) as well as 18 gallons of onboard water. The X2s shine on set-up time and depending on tent selection, an X2 can be completely deployed within 5 minutes!

All Patriot Campers products use only the best components available in the off-road industry. Both the X1 and X2 lines feature electrical control systems manufactured by RedARC Electronics, one of Australia’s finest brands and now available in the United States. Their battery management systems are intuitive, user-friendly, and low-maintenance, providing you with all of the information that you need regarding the status of your electrical system. All Patriot Campers are able to be charged via the







tow vehicle or shore power and are also 100% solar-ready. Additionally, all Patriot Campers units come standard equipped with a 6 on 139.7 bolt pattern to match many Toyota vehicles from the factory.

### **What RTTs do you offer for the trailers?**

For the X1 models, the tent is included with the trailers and features the king-size bed and optional "kid's room". For X2s, tent selection is left up to the customer's specifications/needs. We recommend and offer tents from Tepui, TJM, and James Baroud. We can source additional models based on customer request.

### **Can a trailer be ordered custom tailored to align with a customer's preferences?**

Customer preferences are always valued, and we accommodate those requests as much as possible. Patriot Campers are available in 4 colors, Antarctic White, Graphite, Patriot Green or Blue. Hub patterns can be configured based on customer request, and on X2 models, tents can be optioned based on user's needs. Additionally, accessories are available directly through Exploration Outfitters such as solar panels, portable toilet systems, and other "loose items" to round out your camping needs.

### **What tire sizes are available for the X1 and X2?**

Standard tire size on all trailers is a 285/75/16. All of the trailers will accommodate up to a 35" tire.

### **What hitch systems are available for the trailers?**

All Patriot Campers trailers feature the amazing DO35 hitch from Vehicle Components out of Australia, which is in our opinion the absolute best off-road hitch available on the market. Gone are the days of fighting to line up bushings and pins. The DO35 uses a standard ball mount to mount the DO35 hitch pin, offers full 360-degree articulation, and is incredibly easy to connect.

### **If there's something you wanted to say to help persuade someone to invest in a Patriot Campers product, what would it be?**

Australia is renowned for having some of the toughest, most-remote off-road terrain anywhere in the world, with users who push their equipment to the absolute limits in the spirit of adventure. Patriot Campers has won Australian Camper Trailer of The Year for the last 4 years in a row (2014, 2015, 2016, 2017). That is a testament to the quality and design that goes into the campers. The Australian team





at Patriot Campers is comprised of well over 100 employees whose passion in life is designing the finest off-road trailers in the world, and none of them will accept any compromise in quality. While an investment in a Patriot Campers product is a large investment, you are investing in a trailer that will last you through a lifetime of adventure, adapt to your needs as life changes, and most importantly, never let you down. Patriot Campers are advertised as the World's Finest Offroad Camper Trailer, and they truly live up to that name. Further information can be seen on Patriot's YouTube channel, via the Exploration Outfitters website, during events throughout the country, or by visiting the EO Showroom. We have X1 and X2 models deployed and available for viewing.

Lastly, keep your eyes out for new and exciting things coming soon. **TC**

## Patriot Campers LC79

To help launch the brand in the United States, Patriot sent over their Land Cruiser 79 build for SEMA. Equipped with a V8 turbo diesel, it rides on 37-inch tires and is loaded with Patriot products. I was granted the opportunity to see it up close and in action just before it was shipped off to Las Vegas. The Toyota and Patriot Campers combination make this the ultimate world travel vehicle.

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# Trxus M/T by Interco Tires

## Initial Review

By Bob Holliday



**I**n the search of the ultimate tire for overland and off-road use, many different options have come into the picture and crossed my mind. Each tire having their fair share of pros and cons, the search will continue, hoping to find the perfect tire for all conditions and uses. In reality, this tire may never exist since everyone will have their own version of perfect and everyone's needs will not align with each other. We must accept this fact and choose which area of performance we're willing to sacrifice in order to obtain stronger performance in other areas.

Over the years, Interco Tires has been on the "want list" due to their history of superb off-road performance and durability. However, they never made it on the truck thinking that they would have a short tread life and not be an adequate tire for daily driving. Then, last year along came my commuter car and the possibilities to push the boundaries of what can be the "perfect" overlanding/off-road tire.

Not having to rely on the Tacoma for daily driving, I picked up a set of Trxus M/T from Interco Tires to put to the test. Immediately the aggressive tread design had me intrigued and curious as to how the tire will handle on long road trips and off-road performance. We decided to use tire balancing beads to better keep the tire balanced over its life and avoid any premature tire wear due to being out of balance. After nearly 12,000 miles on the tires, this turned out to be a great idea.

Since installation, the tires have tackled a wide variety of terrain including: Hole in the Rock Trail; numerous trails in Colorado's Flat Tops, Front Range, Mosquito Range, Sawatch Range and San Juan Mountains; Moab and Bears Ears NM; the Maze District in Canyonlands NP; Grand Staircase-Escalante NM; and North Rim of the Grand Canyon. However, with winter just now showing up in Colorado, these tires have yet to see solid winter testing. The Trxus M/T has been known to





excel in winter conditions and we are all very curious to see how they hold up to their reputation.

### Dry Pavement Traction

It took a little time to dial in the appropriate tire pressure for these tires to get them handling predictively on the road. I typically will run my tires in the 34psi range, however, these needed a little higher pressure to keep them from wanting to wander on me. Around 38psi these tires have been coming around in their on-road handling and no longer cause any handling issues. If you accept that these are an aggressive mud terrain and not an all-terrain, your expectations of handling like a sports car can be brought down to reality. With a lower expectation of superior on-road handling, the Trxus M/T have beat my expectations and are surprisingly quiet for the aggressive tread design (note: between the supercharger and not tame exhaust notes, a lot of road noise does get drowned out).

**RATING:** 



### Wet Pavement Traction

Over the time with these tires, we have had some good storms come through and saw a good amount of standing water on the roads. I cannot recall anytime during these situations where I was worried about hydroplaning or losing traction. I do recall one instance where another vehicle in my party who was running MT/Rs, had to slow down due to hydroplaning, while at the same time, I did not notice any loss of traction while running in front on the highway.

**RATING:** 







### Off-Road Traction

As one would expect from Interco Tires and their long history of off-road performance, these tires have met and exceeded all expectations. A trip in the Flat Tops led us through some sloppy, slick mud in which these tires invoked confidence in knowing that my truck will be able to keep my desired lines and make it through some nasty situations, while others would be sliding sideways fighting for traction. From the endless slickrock on the Hole in the Rock Trail to the many slickrock trails around Moab, these tires love to grip.

**RATING:** 



### Winter Traction

I'm eagerly awaiting some real experience in this area. Stay tuned to our long-term review on the Trxus M/T.

### Tread and Tire Life

With a much softer compound than previous tires I've experienced, tread life was a major concern of mine. So far, there has been some minor chunking and noticeable rounding of the edges due to the amount of off-road miles these tires have seen. However, the chunking has been few and far between and minor, while the other wear is as expected with the terrain they've traveled on. There's currently 14/32nd average tread left which puts me ahead of my expected 30,000 mile tread life. If the miles were more commuting and not primarily used for off-roading and overlanding trips, maybe it would be a different story. Tires are rotated every 4,000-5,000 miles with every oil change.

**RATING:** 





## Conclusion


It has been a great journey so far with the Trxus M/T and I look forward to spending a winter with them where they are expected to shine. In the search of the perfect overlanding/off-road tire, the verdict is not yet clear on the Trxus M/T, and as previously mentioned, it is not for everyone. If you have minimal commuting duties and spend a lot of time off-road where you need a dependable tire to get you out of any condition, you may want to add the Trxus M/T to your list of possibilities. [TFT](#)



## Vehicle & Tire Specifications

Vehicle Tested On	2006 Toyota Tacoma
Tire Size Tested	35x12.5R16LT
Load Range	E
Approved Rim Width (in.)	9 - 10
Measured Rim Width (in.)	8 (FN Wheels Five Star)
Section Width (in.)	12.5
Actual Tread Width (in.)	10.0
Overall Diameter (in.)	35.0
Tire Weight (lbs.)	77
Max Load (lbs.)	3,640
Tread Depth (1/32nds)	19





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# RC4WD Marlin Crawler

By Shane Williams

**B**ack in 2016 we did a review on a really cool RC4WD Ready To Run Trail Finder Toyota Pickup. ([tctmagazine.net/winter-2016/first-look-trail-finder-2-rtr-from-rc4wd](http://tctmagazine.net/winter-2016/first-look-trail-finder-2-rtr-from-rc4wd))

That truck continues to provide a great way to explore the backyard or a campsite, and our 7 year old is becoming quite the RC crawler driver.

A couple of months ago Tom from RC4WD asked if we'd like to show off & review the all new version of this truck, the Marlin Crawlers Inc custom edition.

Similar to the original, but packed with upgrades and ready to crawl right of the box, this mini-truck is truly worth your time. Some of the top features include:

- » Realistic 1/10 Scale Replica of Marlin's Toyota Pickup
- » Yota II Ultimate Scale Cast Axles
- » Twister High Torque Metal Gear Digital Servo
- » Chassis Mounted Steering Servo
- » 540 Crawler Brushed Motor 45T
- » Super Soft Flex Leaf Springs For TF2
- » Interco IROK 1.7" Scale Tires
- » Superlift Superide 80MM Shock Absorbers
- » TRO 1.7" Stamped Steel Beadlock Wheels
- » Front & Rear Tube Bumpers
- » Customized Marlin Crawler Decals


So far this truck outperforms the original quite well.





The upgraded wheels & tires provide ample clearance for great crawling, and I really dig the customized appearance.

The only issue I've noticed is that at full turn, the IROK tires rub just a little. For now, I've trimmed the turning radius to account for rubbing, but eventually a bit of fender trimming may be required.

While I've only had the chance to wheel this little beauty a few times, it really has been a great addition to our mini-fleet. Now Brenden and I can both enjoy wheeling classic RC Toyota's at the same time. Alana has asked for a pink Truck, we'll have to talk about that. 



The truck is available from several RC retail outlets, or directly from RC4WD (Check It Out On Their Site) for \$499.99

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# THE FINAL WORD



**Toyota USA recently revealed** their latest concept car, the FT-AC (Future Toyota Adventure Concept), and we're interested in something like this becoming a reality. Today, Toyota USA revealed their latest concept car, the FT-AC (Future Toyota Adventure Concept), and we're interested in something like this becoming a reality.

Similar in design to the modern RAV4, the FT-AC features a next-gen AWD system with torque-vectoring. What does this mean? The crossover SUV basically uses its computer terrain-response settings to maximize grip. Sounds like an adaptation of the current Crawl Control system found on recent 4Runner and Tacoma models.

For a concept, the FT-AC seems very capable, and Toyota even hints that a hybrid power train could take future model off-road. We've been thinking about a hybrid off-road vehicle for years, could this be the beginning of that model?

This small SUV concept clearly takes aim at active outdoor enthusiasts that are not necessarily preparing for major overland adventures, but opting outside for weekend getaways. The design shows hints of current truck & SUV's 'confident spirit' and although we're not a huge fan of the green color, we could see a more matte version of this concept turning heads on dirt roads.

The wide track, long wheelbase, and other OEM off-road upgrades like a roof rack, skid plates, and fender flares show that Toyota is thinking of this as a modern adventurers daily driver. Of course the concept also includes fog lights that can be used as portable lights, a variety of cameras, and roof-rack lights that work through a mobile app.

Although Toyota sells over 300,000 RAV4 models per year, it's clear that this concept takes aim at the Jeep Cherokee market. A crossover SUV with real (computer controlled) capability certainly appeals to a more active buyer who is ready to trade their Camry for a more fun vehicle.

Let's Go Places, Indeed. #FTAC



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