

# TOYOTA

## *CRUISERS & TRUCKS*

ADVENTURE. INSPIRATION. EXPLORATION.



### SEMA 2019

New products and cool Toyotas at the car event of the year.

### “JEEPING” ISRAEL

A TCT staff member's four-wheeling adventures in Israel.

### FJ CRUISERS OF THE REBELLE

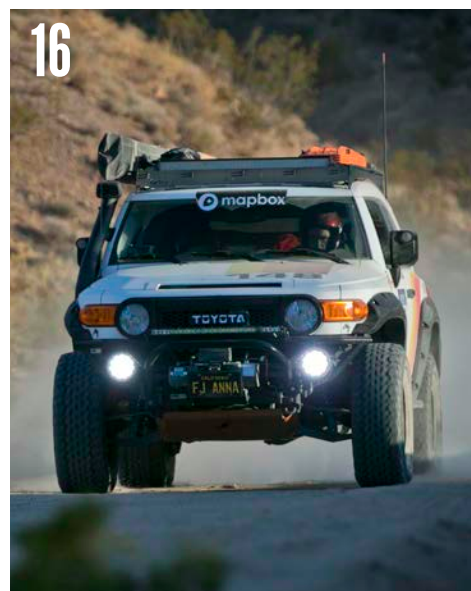
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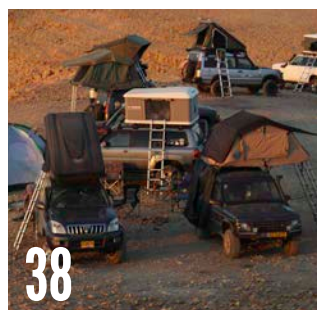
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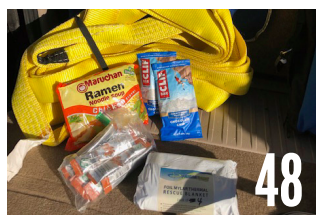
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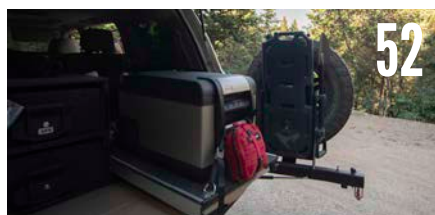
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PHOTO BY Daniel Markofsky

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**TOYOTA**  
**CRUISERS & TRUCKS**

ADVENTURE.  
INSPIRATION.  
EXPLORATION.

# FROM THE PUBLISHER

The end of our 12th year is here, and I'm excited to say that our fans, followers, and fellow enthusiasts keep us motivated, excited, and ready for adventure.

As we end our first full decade of creating amazing content and inspiring adventure, I have been thinking quite a bit about the future. The publishing industry has been hit hard in the last few weeks, with several major publishers announcing that dozens of print magazines will be discontinued.

While most our team of enthusiasts at TCT are not full-time professional journalists, we understand how difficult the next few months will be for many in the industry. On behalf of all of us, I invite you to reach out via social media, e-mail, or give me a call any time (303-578-9868) to talk about how we could work together.

Our door is always open to collaboration and to help figure out a way ahead as we start a new decade of amazing content and inspiration.

For our readers.... Thanks as always for your encouragement and support. We appreciate you more than you will know =)

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

*Shane*



Follow us on Facebook and Instagram to get up-to-date industry news, events, and of course, amazing adventures, stories, and photos!



Comments? Kudos?

Email us at [info@tctmagazine.net](mailto:info@tctmagazine.net) and let us know!

AND ALWAYS CHECK US OUT AT [TCTMAG.US](http://TCTMAG.US)

ADVENTURE. INSPIRATION. EXPLORATION.

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# WHEN ONLY THE BEST WILL DO.



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### Patented Cone Brake Structure

Patent #: 6,520,486/7,568,559/7,374,153



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## TRACK MOUNT FOR 2ND GEN TACOMA

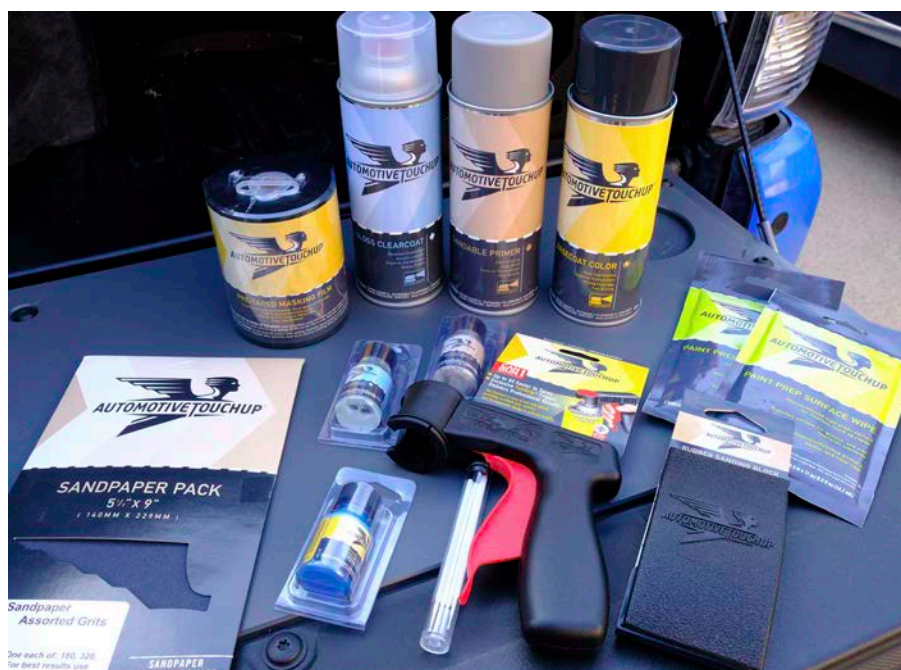
**EXPEDITION ESSENTIALS** introduces new 2nd gen Toyota Tacoma Track Mount for 2005-2011 model years. The 2TTM is a solid and functional design for mounting electronic accessories, e.g. phone, GPS, tablets, radio mics, etc. All Aluminum construction with threaded inserts for mounting the included nine-inch Ram Mounts Tough Track. The 2TTM does not block or prevent proper vent operation of your factory Heat and AC. Made in the USA, this product is available for purchase from the Expedition Essential website starting at \$85.00.

[!\[\]\(10f8862fc183b400327470ea85afe9ae\_img.jpg\) \*\*CLICK TO VISIT  
EXPEDITION ESSENTIALS\*\*](#)

## TOUCH UP PAINT FOR YOUR TOYOTA

**AUTOMOTIVE TOUCHUP** offers paint and DIY supplies for all current and past Toyota models. Fill in year make and model and the color code to order a custom mix in either a pen, bottle, aerosol spray or ready to spray form. The product arrives as a three-step process with a primer as well as a clear coat. An entire kit, including application supplies, can be put together via the ordering wizard. Pricing starts with a .5 oz touch-up bottle at \$9.95.

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AUTOMOTIVE TOUCHUP\*\*](#)



## WEBOOST DRIVE REACH

**RECENTLY WE BEGAN** testing the latest whole-vehicle cell booster offering from Wilson Electronics—the weBoost Drive Reach.

The Drive Reach provides 29.5 dBm in uplink-output power. We toured the weBoost factory in St George, Utah (yes, made in the USA with some imported components) and had amazing meetings with the engineering and design staff. A tremendous amount of thought and technology goes into these devices. The Drive Reach works on all available network speeds and covers the entire interior of your vehicle, serving multiple devices simultaneously.

The kit includes a mounting bracket, push-on SMB antenna connections, a cigarette lighter style 12VDC power cord with 5V, 2.1-amp USB-A port for charging (a hard wire kit is available), and a powerful Mini Magnet-Mount antenna (a higher gain “over the road” (OTR) antenna is also available). The booster can be installed “permanently” or moved between vehicles.

 **AVAILABLE AT WEBOOST.COM**



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# NEW & NOTEWORTHY

By TCT Staff



## IKAMPER SKYCAMP MINI

**THE SKYCAMP MINI** is a new option for a compact hardshell rooftop tent, using the award winning design from iKamper.

The two-person tent fits virtually any vehicle, and is perfect for truck bed racks where space is at a premium. The main tent is breathable and is constructed of Insulating Poly-Cotton Canvas tent fabric, and the detachable waterproof rainfly consists of 150D polyester.

The 1" double-layered aluminum panels keep the tent insulated, and the windows also double as canopies to keep the sun at bay. The hard shell includes locks, and can be ordered in Black, White, or Rocky black.

Skycamp is taking pre-orders now for the March 2020 official launch. Priced at \$3,499.

 **PRE-ORDER AT IKAMPER.COM**



## UNIVERSAL RACK ACCESSORIES FROM RHINO-RACK

**RHINO-RACK** has released a couple of really great accessories that work with virtually any rack system.

### Multi Purpose Holder

The Universal Rhino-Rack Multi Purpose Holder is designed to transport just about anything on your rack. It can be installed in two different orientations; lengthways and sideways for the perfect fit and features strong, glass-reinforced nylon and protective santoprene rubber. You can attach the Multi-Purpose Holder around roof bars to fishing rods, ski poles, kayak paddles, etc. Priced at \$68.00.

### Rapid Locking Straps

The eight foot Rapid Locking Straps are a quick, easy and safe way to secure your load. Each strap features a lockable cover, coated wire encased through the length of the strap and a rubberized, corrosion resistant cam buckle. The straps are rated for a 496lb lashing capacity, two straps are included. Priced at \$103.00.

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**BODY ARMOR**





# SEMA 2019

This year, SEMA expanded its footprint with a designated area just for overlanding themed displays. The theme certainly wasn't restricted there.

**V**isiting the truck section, it seemed the dominating theme was off-road adventure. The number of well-equipped overland builds was at an all-time high, especially with the newly released pickups from a few of Toyota's rivals.

In addition to new products, there were notable innovative enhancements to existing products. **James Baroud** offers a tunnel that protects against the elements. It works with existing tents and can be integrated with the James Baroud awning.

**Bubba Rope** improved on their synthetic shackle

design. The **NexGen Pro Gator-Jaw Synthetic Shackle** is more user-friendly and eliminates rope-weakening splices found in other soft shackle designs. A rubber slider secures the loop and knot for a solid shackle. Also new is the Gator-Jaw Synthetic Chafe Guard, which protects against friction damage when performing an extraction. The black Chafe Guard simply wraps around the shackle.

**ARB** introduced a dual compartment fridge line, called **Zero**, to meet the demand for a fridge and freezer combination. The new units feature a newly designed



control panel, Bluetooth technology for use with an ARB app, dual magnetic hinge doors so you can choose which direction the hatches open, and a removable divider for single compartment use. Availability is targeted for end of January 2020.

Worried about your D-shackles getting stolen? Maybe the **Bolt Locking Recovery Shackle** is what you need. These are more than just large and stylish. Locked properly, they won't rattle themselves loose like traditional D-shackles are at risk of doing. Availability is December 2019.

**ComeUp Winch** introduced the Slim series of the popular Seal RS winch. The **Seal Slim 9.5rs** is designed with a reduce profile for improved fitment in hidden winch bumpers. ComeUp designed a new clutch handle specifically for hidden winch bumper configurations. When mounting the winch, the section holding the clutch arm can be rotated to mount for easy access. The clutch lever is push pull to maneuver similar to a sink faucet lever. An additional space saving feature is the detachable control box, which comes with lengthy wiring to permit the control box to be



## TCT EVENTS



The ARB Zero is the response to demand for combination fridge and freezer.

mounted in the engine bay.

The LED light segment is saturated with manufacturers, but **Kemoh** is destined to stand out with their functional light covers providing alternative lighting ideal for camping. Motorized covers are in the works, as are covers designed for more popular LED lightbars by other brands.

**Tuffy** makes multiple locking safe products for the Toyota truck line. The **Tacoma Security Cubby Cover** is a lockbox designed to convert the space behind the backseat into a secure lockbox. The larger **Tundra Under Rear Seat Lockbox** is designed for secure storage of larger items, such as hunting equipment.

**LightForce** introduced the **HTX2 Hybrid Driving Light**, which is a 2-in-1 light system. The combo of HID and LED offers 1 Lux at over



Bolt takes to the next level the idea of securing the D-shackle.



ComeUp Seal Slim 9.5rs uses a slimmer profile for easier installation in hidden winch bumpers.



With some states requiring covers on LED lights, KEMOH offers a solution that turns the covers into functional lighting.



The Tundra Under Rear Seat Lockbox is ideal for locking up hunting gear.



LightForce offers a 2-in-1 high performance lighting platform.



Convert that space behind the Tacoma rear seat into a safe with the Tuffy Security Cover.



1,650 metres and .25 Lux at over 3.3 kilometres. The HID bulb and LEDs operate consistently at pure white 5000K, so they match. Using dual switch control with a Lightforce Dual Switching Harness means you can activate LED only, HID only or both at once when your high beams come on, to customize your driving experience to suit the conditions. This system will also work with switch panels, e.g. sPOD.

**Yakima** is inserting itself into the overland market with products suitable for the entire Toyota 4x4 truck line. Yakima debuted their new **HD Truck Racks** and a new roof rack entitled **LockNLoad Platform**. These systems are compatible with an array of existing and Yakima products designed for transporting outdoor gear. Fun fact: Yakima designed the HD Truck Racks to integrate with the Retrax XR tonneau cover.

The ultimate camper top should be rich with features and functionality.

**RLD Design** offers that exact solution. Side storage with external hatch can hold custom-cut foam to keep the kitchenware organized and





**Discoverer  
AT3<sup>LT</sup>**

**Stops on average at  
least 10 feet shorter  
on wet roads.\***

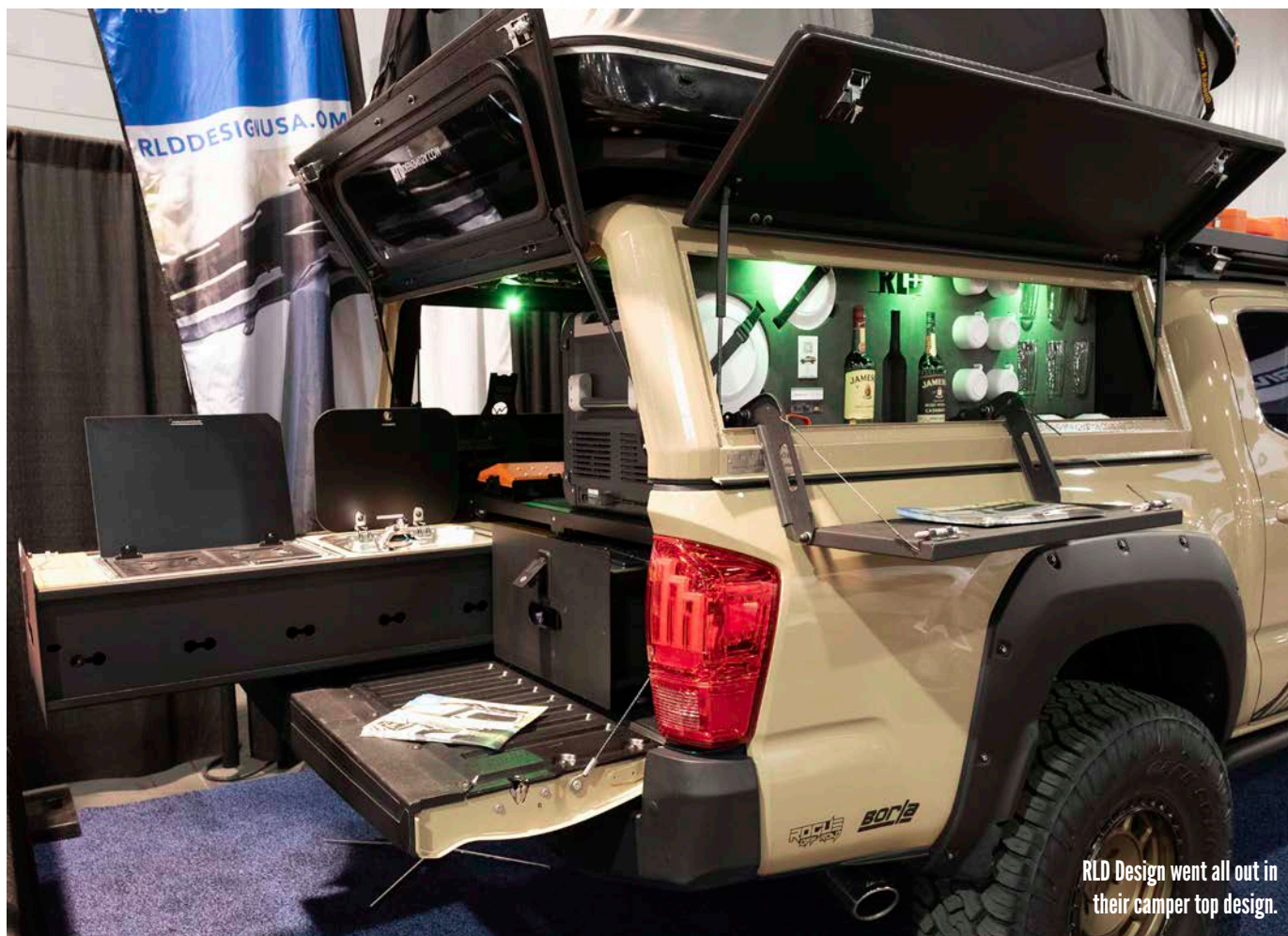
**IF STOPPING  
DISTANCE IS,  
YOU KNOW,  
IMPORTANT  
TO YOU,  
THEN GO  
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—Uncle Cooper  
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**GO  
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\*Wet stopping distance based on the results for the Discoverer AT3<sup>LT</sup> LT275/70R18 in comparative wet braking testing against four select competitor tires, April 2018. Individual on-road results may vary. © Cooper Tire & Rubber Company. All rights reserved.



RLD Design went all out in their camper top design.



Look under the roof to see the table hanging.

secured. Just beneath the roof is a mechanism for storing a table. A fold-out tray is also an option.

**Seibon** is building carbon fiber products for Toyota trucks, including hoods and fender flares. Seibon Carbon displayed a built 3rd generation Tacoma featuring their carbon fiber hood and carbon fiber fender flaring. The hood is 40% lighter than the OEM hood, and the fender flaring extends out further for better protection from wide stance tires. The carbon fiber hood for the 5th generation 4Runner includes a hood scoop. *TCT*



Seibon carbon fiber fender flares and hoods are now available for Toyota trucks.

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- **Get your tire where you want it in the wheel well:** Are your oversized tires rubbing the fenders or frame rails? SPC Adjustable Arms, in combination with OE adjustments on the lower arm, allow you to dial in alignment specs at the same time that you move the tire forward/outward in the wheel well by up to 1".

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Sealed	✓	✓	✗
Greaseable	✓	✗	✗

US Patent No. 7,513,514 • ©2018 Nissat Corp. dba Specialty Products Co.

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# THE 2019 REBELLE RALLY: *FJ HEAVEN*



Words and photos by Mercedes Lilienthal

## FROM GUTS AND GLORY TO DISPARITY AND EVEN DEFEAT,

Rebelle women are strong. They face every kind of emotion when competing in the all-women's traditional navigational rally known as the Rebelle Rally. Trust me, I know. I rallied a 2012 Toyota Tacoma for 1,600 off-road miles in last year's competition. Kathy Locke (Creative Director for TCT Magazine and a competitor this year) covered the Toyotas as media last year, including the one I drove. This year I'm covering the event as media and essentially switched roles with her.

Toyota vehicles outnumbered each of the three previous years! They had their strongest showing yet. From FJs and Tacomas, to Tundras and Land Cruisers, each team was different, competent, and awesome. In this issue of my multi-issue series, I'll highlight four uniquely built FJ Cruisers.

FOR DETAILS ON WHAT IT HAS BEEN LIKE TO TRADE PLACES, SEE MY FULL ARTICLE ON [CRANKSHAFTCULTURE.COM](http://crankshaftculture.com) (LINK: [HTTP://TCTMAG.US/REBELLETRADING](http://tctmag.us/rebelletrading))

# #130 FRONT RANGE REBELLES



**TEAM:** #130 Front Range Rebelles

**DRIVER:** Kathy Locke (rookie)

**NAVIGATOR:** Stacey May (rookie)

**VEHICLE:** 2008 FJ Cruiser

## **BUILD LIST:**

Toytec Aluma 2.0 Boss suspension in front with SPC upper control arms

3" lift; Boss series in rear

Goodyear Wrangler Ultraterrain tires, stock tire size of 265/75/16

Rad Rubber Design engine splash guards

Rotopax mount / fire extinguisher mount from Refined Cycle and Off Road

ActionTrax Vehicle Recovery Boards

Kathy, *Toyota Cruisers & Trucks*' Creative Director, teamed up with her good friend Stacey to compete this year. Both are mountain girls from Colorado. They love being outside in wide open spaces, and always seem to make "crazy unexpected events and even big mistakes" into joyful moments with each other. Stacey, an artist, photographer, and lover of the outdoors, was ecstatic to compete with her friend.

When asked why they wanted to compete in the Rebelle, Stacey exclaimed "I'm looking to reconnect with the confident, risk taker that I know I am! To break out of my comfort zone and push past the 'I'm not good enough' mantra that comes to the forefront too much lately—that doesn't feel like me." Kathy, on the other hand, became fascinated with the Rebelle Rally back in 2017 when Tiffany Walker and Rori Lewis competed. Tiffany, also from Colorado, drove an FJ Cruiser, and after watching the team compete in 2017 and then covering them and the other Toyota teams as media for TCT Magazine in 2018, she made the decision. "I knew I needed to do it and I knew Stacey would be a great navigator," she exclaimed. She was right.

## **WHAT WAS THE EASIEST THING FOR YOU DURING THE RALLY?**

**KL:** Making sure Stacey had what she needed because being the navigator is really freakin' hard. Getting her coffee, water, food, marking highways on the maps, or writing down open and close times for checkpoints, reading coordinates to her, etc. Anything to make her job easier was all I was trying to do!

**SM:** One easy thing that was such a joy was how Kathy (my amazing, generous, beautiful spirit-of-a-woman teammate) and I got along so seamlessly, a real easy energy between us throughout the whole rally. Even during some stressed out moments and some intense frustration we never thought those emotions were directed at the other.

## **ANY UNEXPECTED THINGS HAPPEN?**

**KL:** I actually started liking enduros, not that we were winning them, but that they were fun to try and figure out as we were driving. Just communicating how far we needed to go in what amount of time turned out to be a fun challenge.

**SM:** During tech inspection, we had oil or something leaking underneath the whole

undercarriage everything was wet. We found a place that'd take us if we could get there in the next hour. We were about to leave but asked Chris Woo to have a look. He said it was definitely oil but [it] was full so it seemed weird to see that much when it wasn't leaking. After investigation, he called Kathy over. Both our hearts sank, we imagined the worst. Kathy yells, "Oh my god. Are you kidding me?!?" There was a bottle of oil stuck down in the engine bay. We got it out, it was melted on one side ... must've been full and leaked all over as we drove from Denver to Squaw Valley! When Kathy had the oil changed before we left Denver, the guy must have knocked a full bottle into the engine bay and not realized it. Thank you Chris Woo!

(It goes to show anything can happen at the Rebelle Rally, no matter how thorough the prep.)

## WHAT DID YOU LEARN FROM THIS EXPERIENCE?

**KL:** I learned I'm braver, stronger, and more capable than I give myself credit for. I learned sometimes my biggest fears turn out to be pretty small and to trust I can work through them. I also learned the pros or higher ranking teams make mistakes too, and to not be so hard on myself.

**SM:** Kathy and I had blended our strengths and personalities into one. Decisions made were for us both, mistakes made for us both, and triumphs were for us both! I have a note taped on my nav box that says "Dear brain, please shut up!" My own thoughts and self-critique can be my biggest obstacles. Most of the time I find it's easier to be kind to others but we need to be kind to ourselves, too.



**TEAM:** #105 Mile High Spirit

**DRIVER:** Anna Loy (rookie)

**NAVIGATOR:** Chris Cole (rookie)

**VEHICLE:** 2012 TTE FJ Cruiser

### BUILD LIST:

Suspension equivalent to an Icon Vehicle Dynamics Stage 10 setup (dual shocks up front, TC LCAs and UCAs)

Goodyear MTR 285/70 R16 tires

Rhino Rack with pod lights (in the back)

Demello Off-Road aluminum front bumper and rear swing out bumper

VTX custom powdercoated wheels

Rigid light bar holder with Baja Design lights

DB Customz cowl LED bracket with Baja Design lights and front grille

Rock lighting (under vehicle)

RCI steel skid plates

Lenzdesign snorkel

Bushwacker fender flares

2-Way air system

Sprint Booster

Stacks Cargo system (in the back)

Dirty Deeds red sliders

On-board air compressor (installed by Rogue Offroad)

Lifetime LED headlights

Ellis Precision custom shift knobs

Gzila custom handles (inside vehicle)

Trigger system

Originally hailing from southern California but born in the Philippines, Anna's parents immigrated to the US when she was just over one-year-old. Fast forward to current status, and she's a nurse of over 20 years with a passion to travel. Anna partnered up with Chris, a Colorado native who grew up in the mountains of Estes Park (one of my favorite places to mountain bike!). Chris also loves the outdoors (camp, wheeling, etc.) and has a daughter that loves to adventure with her.

Chris met Anna via social media, specifically the COFJC group on Facebook. Anna was headed to Overland Expo West one year and found out Chris was working it. Anna swung by her booth to meet her. Their second meeting came again at FJ summit. Anna wanted to do the Rebelle Rally and figured it couldn't hurt to ask Chris. They both owned FJs (Chris owns a 2013 FJ with Stage 7 Icon

suspension on it)—they had a common love for their vehicles and both have daughters. Need I say more?

## IS THERE ANYTHING THAT SETS YOU APART FROM THE REST OF THE TEAMS?

**AL:** Chris says we're the OLDEST competitors in the Rebelle Rally this year. I have no idea if that's true or not, but I believe we have a goal of just having a ton of fun out there with the other Rebels! We're in this to grow and experience something new in our lives. Our motto: Life's an adventure. I've also never camped in my life so this will be a new experience for me!

**CC:** Being as "old" as Anna and I are... we grew up with maps. There was no GPS on the computer—I drove around with a map! If I got lost, it was up to me to find my way. Anna and I were doing this rally as a "Let the Adventure Begin" journey for us!

# #105 MILE HIGH SPIRIT



## WHAT WAS THE MOST CHALLENGING THING DURING THE RALLY?

**AL:** Going without a shower for days. After [the Rebelle Rally] I think I did great camping. It wasn't as bad as I thought it would be ... lol. It's not my first choice but I know I could do it if I had to.

**CC:** The camping and staying focused. Not miss my daughter (she is 14 years old).

## WERE YOU PREPARED FOR THE REBELLE RALLY?

**AL:** Overall we were prepared but not for the grueling long hours in the truck looking for check points.

**CC:** I was prepared, as far as the plotting and compass work, I was not prepared for the amount of stress it all involved.

**TEAM:** #148 Waypoint Wanderers

**DRIVER:** Anna Lewis (2017 and 2019 Rebelle)

**NAVIGATOR:** Andrea Shaffer (2016, 2017, and 2019 Rebelle)

**VEHICLE:** 2014 FJ Cruiser

### BUILD LIST:

Metal Tech 4x4 front and rear tube bumper

Metal Tech 4x4 kick-out sliders

Ricochet Offroad aluminum skids

Total Chaos +2 Race Series long travel

King coilovers and rear shocks

King triple bypass shocks

Metal Tech 4x4 lower links

Icon Vehicle Dynamics Expedition springs

Dirty Parts 4x4 rear swaybar links

King rear bumpstops

Timbren front bumpstops

BF Goodrich K02 35x12.5x17 tires

FN Overlander Spec B wheels

Nitro Gear 4.88 gears

Lifetime LED: high output headlights, 40" double light bar, 30" single light bar, driving lights, and marker bulbs for mirrors

Prinsu roof rack

Rugged Bound Supply's Ostrich wing awning

MAN A FRE auxiliary fuel tank

TJM snorkel/air Intake

GearBox w/ slide-out drawers

Engo 9,500lb winch

MAXTRAX recovery boards

Factor 55 orange Flatlink and Hitchlink

Orange Boxx Fabrication steel box

Springtail Solutions MOLLE table rack

Dometic Refrigerator/Freezer

MSA 4x4 drop slide

MBRP SS high tuck cat-back exhaust

ARB twin compressor

Bushwhacker fender flares

Custom Toyota Baja racing inspired wrap

Anna and Andrea met each other while they rallied with other teammates in the 2017 Rebelle Rally. Between the pair, they own five Toyotas. Knowing the capabilities of the vehicles and



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# #148 WAYPOINT WANDERERS



the ins and outs of what they're capable of (as driver and navigator) is important.

## WHY DID YOU DECIDE TO COMPETE IN THE REBELLE RALLY?

**AL:** After having competed in the Rebelle Rally in past years, we can truly say that the rally gets in your blood! Last year was torture for Andrea and me as we watched the live feed and realized we would do great together if we teamed up to compete again in 2019.



**TEAM:** #154 Team RLT (Roads Less Traveled)

**DRIVER:** Tiffany Walker (2017, 2018, and 2019 Rebelle)

**NAVIGATOR:** Rori Lewis (2017, 2018, and 2019 Rebelle)

**VEHICLE:** 2008 TTE FJ Cruiser

**BUILD LIST:**  
2" Expedition Series kit from Total Chaos  
Adjustable King shocks

RCI skid plates and rear differential cover

Custom aluminum front and rear bumper

Engo 10,000lb winch

Prinsu low profile roof rack

MAXTRAX

Pro Eagle 'The Beast' off-road jack

Baja Designs light pods/light bar

Rigid light pods

**AS:** I love this event, and want to challenge myself to do better each time! I also love the women competing and the bonds we all create.

## HOW DID YOU DO DURING THE RALLY?

**AL:** We met our goal! Andrea and I went into the 2019 Rebelle Rally wanting to place in the top 10. We ended up as number 10 when all the scores were finally tabulated. I think we did really well. Each day got better, we went for almost all of the black checkpoints, and learned what worked for us. On the Enduro challenges, we were almost perfect in our scoring.

**AS:** We finished 10th and felt amazing! Our goal was to finish in the top 10, and we did it!

## WHAT WAS THE COOLEST PART(S) OF THE RALLY?

**AL:** It was wonderful reconnecting with past Rebelles we had met in previous rallies. The base camps were gorgeous, but my favorite was the base camp at Johnson Valley, nestled within the rocks at Cougar Buttes. I was outside of the tent at 4am that morning—the sky was magical with cloud formations and the amazing rock structure we're camped within.

**AS:** Watching the maps come to life for us; it was incredible to experience.

Switch-Pro

ICO rally computer

Custom rear storage box from Elite Auto Salon

ACO fridge with 3D Off-Road custom mount

Rotopax water cans

Born and raised in Topeka, Kansas now living in Colorado Springs, Tiffany was introduced to Rori through Nicole Pitell-Vaughan,

# #154 ROADS LESS TRAVELED



co-founder of Total Chaos. Rori works on the Chaos team as an administrative assistant and Tiffany has known Nicole for almost 10 years. "Nicole put us in touch and it just clicked! The first time we competed in the Rebelle, we only met each other in person twice before! Now, we can't imagine competing in this event with anyone else," Tiffany exclaimed.

Rori loves her job at Total Chaos. She gets to work four days a week, run their social media program, and can off-road on the weekends for events, training, or even just for fun. Rori has been competitive all her life. This started with her sisters, and then escalated into trying every sport she could, which ended up getting her a full ride scholarship to Northern Oklahoma College playing softball. Having the Chaos connection and hitting it off with each other sealed the deal for them competing in the Rebelle together.

## HOW DID YOU DO DURING THE RALLY (HOW DID YOU PLACE, HOW DID YOU FEEL)?

**TW:** We ended up in 4th place, only three points behind 3rd. What we embrace is we put in a 2nd place performance (more on that in a minute...). We're both thrilled with and proud of how we competed!

**RL:** Beyond proud of the rally we had. What we overcame personally and as a team.

## ANY UNEXPECTED THINGS HAPPEN?

**TW:** Well, it certainly wasn't planned: I put

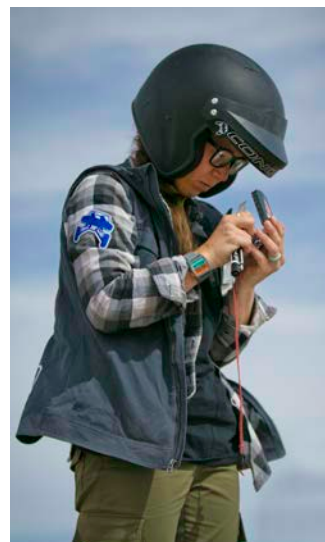
the handheld tracker (which calculates your score) on the bumper while Rori had her map board on the hood. We needed to move 100 more yards, so we jumped in and took off. We realized the tracker had likely fallen off when we moved, I drove back to find it. Without having looked where we were, I accidentally ran over the tracker. That was the hardship I mentioned previously—we had to just let go and keep pressing on.

**RL:** I think my "TBird" hit that one pretty well for the unexpected but it didn't stop us!

## WHAT DID YOU LEARN FROM THIS EXPERIENCE?

**TW:** Each year, I learn more about myself and my teammate, how we can continually learn from each other in both the good and the bad. The learning for me is coming post-event. I could dwell on the dreaded tracker debacle but I've been working hard to embrace what was really, really good about this year—our performance overall was the best we've ever done! Day 7 in Glamis was an epic experience with some incredible women (you know who you are, Team Wild Grace and Team BeTini).

**RL:** I learned a few more awesome tips to help me navigate better and figure out timing on enduros! I also learned no matter how big of a competition, creating relationships and bonds with other teams is always important. You never know when you'll need someone's assistance! *TCR*



# [FRAMED]

*f/14 1/500s 56mm*

Arches National Park

PHOTO BY PHILLIP JONES







# [FRAMED]

f/5.6 1/125s 18mm

Overlooking the Remarkable  
Mountain Range, South Island  
of New Zealand.

PHOTO BY SHANE WILLIAMS







# [FRAMED]

*f/29 1/250s 48mm*

Crosby Canyon, Utah

PHOTO BY ANDREW WESTERHAUS



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RCI UTOR  
OFF ROAD UT4R  
TRD  
ARB

MOA



# [FRAMED]

f/5.6 1/160s 24mm

Cascade Springs, Utah

PHOTO BY KEN HOGLUND



al-pine

*adjective*

1. relating to high mountains.

ex-press

*adjective*

1. operating at high speed.

# AlpineExpress: Our 2018 Tundra CrewMax

**U**nlike our previous **Tundra Build** (TCT Explorer, [LINK: http://tctmag.us/explorer](http://tctmag.us/explorer)), which was mostly a show truck, our new truck will be primarily used for Adventure, Exploring, Road Tripping, and Towing/Hauling. As both a daily driver and our primary tow vehicle for the travel trailer, we're interested in building a functional, capable, and efficient truck.

What can we say about the Toyota Tundra that hasn't been stated? The 5.7L with 381hp/401lb-ft has plenty of power for towing, hauling, or anything else we need. We've loved the CrewMax since the TCT Explorer and now that the kids are a little older, it's clear that this is the best platform for our family. Sure, we wish the gas consumption was a little more efficient, but by holding

off on a lift for a while, we regularly see over 18mpg on longer trips.

We found this gem very lightly used at Mountain States Toyota with less than 5,000 miles on the clock. The Sport trim is not usually our first choice, but the sway bars help a lot when towing. The hood scoop and fully tinted windows combined with the body-colored bumpers and mirrors also make the Super White truck really pop.

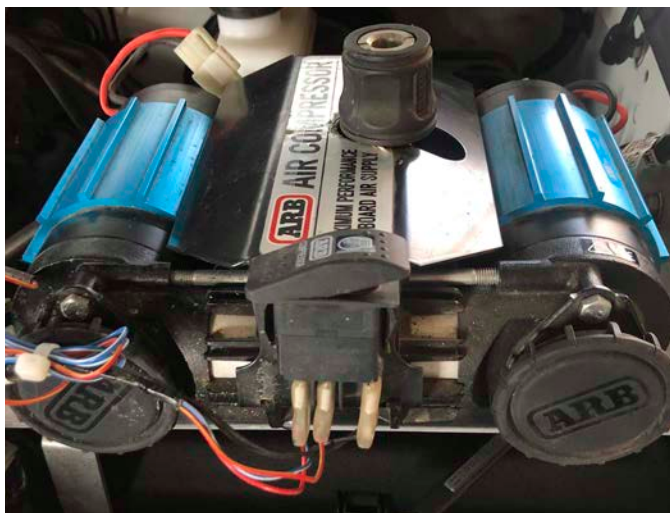
Of course the first order of business were new wheels and tires. The OEM 20" wheels with low-profile tires would not last long in the wild, so they were replaced within a week. We found great OEM 18" take-off wheels locally, and hit up Discount Tire Direct for a set of Falken Wildpeak AT/3 LT275/65R18 shoes. We clearly have no problem tackling some fun dirt with this setup.

When we sold the GX-460 Project 4 Adventure (LINK: <http://tctmag.us/project4>), we did remove a few of the upgrades. The



*Photo by Andrew Westerhaus*

# TUNDRA



ARB Dual Compressor is one of our favorite additions, so we sourced the Rago Fabrication under-hood mount and got it quickly installed. The Yaesu 400XD took its place on the dash, and I mounted the 1000w inverter under the seat, as it was on the last Tundra.

You may have seen our first article covering interior storage on the TCT Website (LINK: <http://tctmag.us/tundrastorage>), and now that we have more than six months using this setup, we couldn't be happier. The ESP Truck Accessories rear seat storage is perfect, and the Victory 4x4 center console racks are holding up very well.

The bed of the truck is really where we've spent a lot of time (and most of our initial budget) on the AlpineExpress. Rago 4x4 also makes a great Hi-Lift mount that uses the OEM tie-down rails, so we installed that soon after getting the truck. It has sense been moved to the side rack due to the roll-top cover. The UnderCover SwingCase (LINK) on the drivers side holds recovery gear, tie down straps, and our Adventure Tool Company tool roll.

Speaking of the cover... this roll-top from Retrax is amazing! We opted for the aluminum RetraxPro XR (LINK: <http://tctmag.us/retrax>) that includes T-Slots for cross bars. The T-Slot is compatible with Rhino-





Rack, Yakima, Thule, and many other crossbar manufacturers. This system uses the OEM tie-down rails with special clamps to hold the side rails for the cover, which makes it a very easy install. This project really is one of the most painless mods for a Tundra truck bed, clocking in at less than two hours.

Since the T-slots on the Retrax are designed to work with multiple rack systems, so we sourced CoreBars and the required Skyline Towers + Landing Pads from Yakima. I was also able to adapt our MAXTRAX (LINK: <http://tctmag.us/maxtrax>) Mounting pins to work with the CoreBars thanks to the universal MightyMounts (LINK <http://tctmag.us/azykmm>).

Winter is upon us, and our AlpineExpress will be hauling our family of four and all of our snow gear to the high country pretty much every weekend. With the Retrax cover keeping our ski bags nice and dry, the Yakima Fat Cat Evo 6 will hold our skis & boards perfectly. One quick side note about Yakima: in the last couple of years they've leaned heavily into the overland market, most recently with their acquisition of RoadShower. We expect more great vehicle based adventure gear from the Oregon based company in the future.

So far, this truck is meeting every need our family has for exploring and adventure. At less than 20k miles on a 2018 model, we're expecting to spend plenty of time in this CrewMax over the next couple of years. The



# TUNDRA

platform has been proven time and time again since the 2nd Gen Tundra was released over 12 years ago, so for our family, it really is the perfect exploration vehicle.

So, what's next? We already have a few items on the list for 2020, the first of which is a remote start kit from Tech12Volts. Of course armor, a modest suspension upgrade, and performance upgrades will be coming soon. *TCT*

*In many of the photos you'll see of the AlpineExpress, you may notice a Magnetic Gray Metallic truck. This 2019 model belongs to our friend Andy Westerhaus (See [FRAMED] page 30) Andy and his family join us on many alpine adventures throughout the Rocky Mountains. His 2019 truck will see its fair share of upgrades in the future, so keep an eye on TCTMag. me for update on that rig.*





Photo by Andrew Westerhaus



Photo by Andrew Westerhaus

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# "JEEPING"

## IN 1970

my aunt moved from New York City to Israel. 35 years later my Grandmother also made the move, this time from southern Florida, at a youthful 88.

By the time Grandma moved to Israel there were five grandchildren and at least a dozen great-grandchildren to welcome her. When Grandma made the move she was still playing tennis several days a week. Grandma knew that independent living in Florida wouldn't last forever and with no immediate family nearby inspiration struck and she announced, "I'm moving to Israel."

From Colorado, I would visit

Grandma in Florida several times a year. We talked by phone all the time. We were close. Israel was going to be challenging. With layovers it's 18 to 20 hours from the start of the first flight to the end of the last. Add in travel to the airport, security checks, delays, and a nine hour time difference, and no longer would I be taking long weekends in sunny Florida. Still, I vowed that I would visit every year.

I've been visiting Israel since I was a child. The trips were the same routine for many years: visit family, go on a holiday, or attend a wedding. With this larger family there is always a place to stay and somebody to visit. There were no Airbnbs, cell phones or GPS. I would couch surf with my cousins, and navigate the

country best as I could with paper maps in Hebrew which I could barely read. I usually got to my destination. Eventually I bought a \$25 unlocked cell phone off of Amazon and now I could make and receive calls. When I was finally able to plug a local Sim card into my iPhone and use Waze, invented by Israelis, the entire country opened up.

Eventually I had a realization. While I have a great time with my family, my average trip was two weeks and I needed more to do. One time a friend toured the country with me. Over the years I discovered amazing Israeli countryside and natural wonders. I wanted to see it all.

When Facebook came on the scene it literally opened the world. In the Spring of 2012, a few months



# ISRAEL

BY DANIEL MARKOFSKY

before a trip, Scott Brady's Facebook page started showing pictures of people four-wheeling in Israel. Scott is the CEO of Overland International which publishes Overland Journal and runs the Expedition Portal ([www.expeditionportal.com](http://www.expeditionportal.com)). Scott and I become friends through the Land Cruiser scene here in the US when it was still just called "four wheeling." Scott was ahead of the times and I consider him the father of "overlanding" in the United States.

I marked my calendar to reach out to this Israeli four-wheeler after Cruise Moab. I've been a member of the Rising Sun Four Wheel Drive club of Colorado for almost 20 years and Cruise Moab is an annual ritual. I think

I've been to 15. I lead trails, see old friends, and make new ones.

On my return from Cruise Moab, I went to Joy Biran's Facebook page to message him about wanting to meet on my rapidly approaching trip. Immediately, I was confused. I was

**ISRAEL IS A VERY SMALL COUNTRY. EAST TO WEST YOU CAN MAKE THE DRIVE FROM THE DEAD SEA TO THE MEDITERRANEAN SEA IN ABOUT AN HOUR AND A HALF.**

seeing pictures of Joy and his friends in Moab. I reached out to Joy Biran through Facebook Messenger and asked, "were you in Moab?" Turns out that he had just lead a group of Israelis on a trip to Moab! They had randomly stopped in to the Cruise Moab Vendor Night. Later I

checked in with Kurt Williams from Cruiser Outfitters and he said "sure I remember meeting those Israelis." Messages went back and forth and arrangements were made. Joy invited me to ride along with him on a tour to Jordan.

Two weeks later at 02:45 at a gas station in a remote area north of Tel Aviv a taxi dropped me off. Still groggy from jetlag and lack of sleep, I walked across the dark and oil stained asphalt and looked up at a guy standing on top of his white 2006 Nissan Patrol. "You must be Joy." Off we went to Jordan, but more about that later.

Israel is a very small country. East to west you can make the drive



from the Dead Sea to the Mediterranean Sea in about an hour and a half. From skiing the mountains of the Golan Heights in the North, to scuba diving the southernmost point at Eilat, about six hours. Packed into that tiny place are wide open spaces and millennia to explore. No trip to Israel would be complete without visiting the old city in Jerusalem, loaded with history and holy sites at every turn. Still, that represents only a tiny portion and only one face of a diverse country.

Just like in the USA, four-wheel drive unlocks access to magical, beautiful, and limb little visited places. The Mediterranean coast has beautiful beaches some of which are open to limited driving and overnight camping. A beach in downtown Tel Aviv might be packed with youth sunning and socializing, while farther south we once found ourselves camping with miles of coast all to ourselves.

In the north, routes created before the wheel was even invented—literally—have evolved into tracks that provide thrilling remote routes that crisscross the country barely touching pavement.

Central Israel is a wide and fertile coastal plain interspersed with small patches of forest. Being nearly all government land, it's possible to use farm access roads and camp out between fields.

To the east a very steep descent leads to the Dead Sea, the lowest point on the earth. Hidden away in this descent are steep and treacherous trails which started as the only way up and down, might have been improved for military access but remain rough and challenging. At the top before the descent it's possible to camp in the desert and watch the sunrise over Jordan and the Dead Sea

Most of southern Israel is a vast area called the Negev Desert. In Israel they typically just refer to



"Going to the South." Much like our deserts in Utah, some areas appear wide open only to be divided by deeply cut slot canyons. Unlike our deserts in Moab, you're also likely to pass multi-thousand year old ruins of ancient civilizations who came this way crisscrossing trade routes.

Close by and accessible under a Peace Treaty, is the vast southern desert of Jordan and stunning valleys of sand between towering cliffs of Wadi Rum. A short drive from the legendary lost city of Petra.

All along the way are markets and delicious Middle Eastern foods.

The vehicles in Israel are diverse. The first thing to know is that it's called "jeeping." In Israel your 4x4 might be a Toyota jeep, a Nissan jeep, a Mitsubishi jeep, a Land Rover jeep or a Jeep jeep, but it's a jeep. They also sometimes called them 4x4s, but they don't call it four wheeling, and they don't have the term overlanding, yet.

Jordan is Land Cruiser heaven.

I've been fortunate to be the passenger in Joy's 2006 and 2008 Nissan Patrols on many occasions. It's a full-



**NO TRIP TO ISRAEL WOULD BE COMPLETE WITHOUT VISITING THE OLD CITY IN JERUSALEM, LOADED WITH HISTORY AND HOLY SITES AT EVERY TURN.**

size solid axle vehicle a lot like my Land Cruiser at home. I have also ridden in Toyota Hiluxs, Land Rovers, and 110 Defenders.

Most of the 4x4s are diesel. Gasoline, called Petrol, is very expensive and on my last trip it was about six dollars a gallon.

I'll let the pictures finish this story, and next time, let's go to Jordan! *TER*



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# OVERLANDING in Japan's Typhoon Season

Text: Karin-Marijke Vis | Photos: Coen Wubbels



## THE KITANOWAKI BEACH

is one of the beautiful bays that Japan has to offer. We're camped here for a week or two before the high season starts and the bay will be flooded with local vacationers. For now, we have the place pretty much to ourselves: our Land Cruiser with rooftop tent under a tree, providing us with shade in a far corner of the bay. Every once in a while, somebody stops by for a chat—usually a local from the adjacent village who's enjoying a walk along the shore.

One day a man returns after our conversation of mostly smiling and some sign language—after eight months in Japan we haven't learned enough Japanese to have a proper conversation. On his return he gives us a sheet of paper with a Google translation of his message, *"Dinner today near the typhoon will pass. From the early afternoon rain, the wind becomes stronger as the wind, blown You'd better things together!"*

How kind is that, to give us notice of a typhoon that's only hours away. We pack up and drive inland where we stop at a convenience store for a cup of coffee and Wifi in the coffee corner of the shop. The wind is quickly picking up, flattening the rice that is cultivated around the parking lot. All of the sudden, the heavens open their taps and it starts raining cats and dogs with a deafening fierceness. Our friend Masa lives on the nearby island of Kyushu, where the typhoon has just passed. "Don't drive," he warns per Messenger. Way too dangerous with your high, squarish vehicle." Looking outside we see how the Land Cruiser is indeed swaying from left to right and Coen places it right along the side of the building, where it is protected from the squalls.

The typhoon lasts only a few hours and silence returns to the island.



To remember all these people, Ayano livened up the village with life-sized dolls that give an impression of village life in the old days.



We drive on. It is the start of the annual typhoon season and we'll get some more storms in the weeks to come. Inland lies the Iya Valley, where a road has been cut in the mountain slopes. Below us runs a gorge with vertical walls, with a river cascading at full force at the bottom. The incessant rain keeps us from stopping and taking pictures, until we see something remarkable: life-sized dolls. Everywhere around us: a service engineer fixing the electricity grid, a worker with his electric saw at a woodworking company, a group of people sitting on a bench.

This is the work of Ayano Tsukimi. She grew up in this village and moved to a city where she lived for years. On her return she realized how few people had remained. Lack of jobs and shops made many inhabitants swap their lovely home for a world of asphalt, concrete and apartment buildings but where they did have jobs and shops. To remember all these people, Ayano livened up the village with life-sized dolls that give an impression



of village life in the old days. She created some 200 dolls for this village and as she became known for her work, others have asked her for dolls too, so the project grew into a source of income for her.

Farther east on the island of Shikoku, bad weather also cuts our inland trip to Tsuno short. Well known for its fabulous karst landscape, we don't get to see any of it as we drive through the clouds while the rain is streaming against the Land Cruiser windows. Back to the coast it is and along the way we are so charmed by the Shimanto River that we stop to camp for the night. Most rivers in Japan have an artificial look and feel. Part of an attempt to tame nature as much as possible, the banks of rivers generally have been covered in a layer of concrete. The Shimanto River escaped that fate—at least the part we see. We have forgotten what that looks like: green banks and water meandering through the land rather than being hemmed in by a concrete corset and forced to



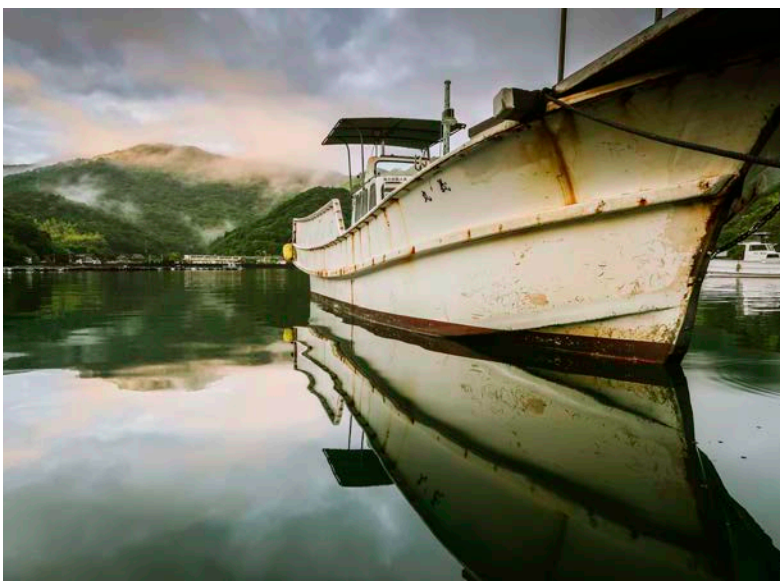


When the weather is nice, Shikoku is gorgeous. Green mountains inland with the wild rivers rushing through them and a coast lined with many stunning bays.

flow in straight lines. We make up camp in a wide riverbed that's far enough from the river and the 'sinking bridge' as they call it; when the water level rises, it will disappear under the water. We have the company of a couple of people canoeing. It's a lovely late afternoon with clear weather. However, the typhoon turns our way and we retreat into the Land Cruiser. The wind howls, the water level rises. Warnings are echoing over the loud speakers that have been set up for these kinds of events along many rivers and other places on the island. We move camp and next morning we continue our search for good weather.

When the weather is nice, Shikoku is gorgeous. Green mountains inland with the wild rivers rushing through them and a coast lined with many stunning bays. Okhinoama is known as Japan's most beautiful beach. The high season starts with five days of gorgeous weather. What a stroke of luck. The beach is quickly being cleaned from all the rubbish that had washed ashore during the storms. Around us locals are arriving from the island of Honshu and nearby towns, all setting up camp. Contrary to Europeans, Argentineans and Brazilians, Japanese aren't particularly fond of the beach, nor noise. Few go sunbathing; most stay near their cars and tents in the shade, having conversations without the need of blaring radios. Kids play in the sand dressed in sun-protective gear and wearing hats. Bikinis are an exception; the adults mostly go swimming in sun-protective clothes. Others wear life jackets on top; many can't swim. Surfers are lying in the water, waiting for the ultimate wave. Coen takes pictures of them and offers to forward them, which they love and it's a good way to share time together.

For the first time in some weeks we feel confident enough to put up the rooftop tent, and sit outside in a balmy evening. On the black horizon climbs a red dot, slowly growing into a full, yellow moon which climbs the heavens. The clouds respectfully move aside, allowing her to mirror herself in the Pacific Ocean. What an extraordinary sight. After days of trying to escape bad weather, we feel the luckiest people in the world again. *187*



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**ARB**  
4X4 ACCESSORIES

# Winter is here... What's in your vehicle?



**R**ecently, I made a post on Social Media, after an early season snow fall in Denver dropped more than 12 inches of snow in a 48-hour period at the end of October. I asked my followers, "What extra things people have in the vehicle during the snowy season?" My dad showed me how to be prepared and to plan to be stuck, cold and stranded. He was an Eagle Scout, and the lessons he taught me are invaluable to us all, especially the Boy Scout motto: "Be Prepared!"

Having grown up in a time when vinyl records and 8-track tapes were the only ways to listen to music

besides an AM/FM radio—society, technology and lessons learned have all been improved since then. I learned to change oil in our cars, rotate the tires using a high-lift jack, clean spark plugs and adjust them back in the day when we did those things. Our tow strap consisted of a piece of hefty rope, maybe 8-10' long with two S hooks on either end (eye roll permitted) and a prayer that it would pop and pull a vehicle out of a snow drift in Iowa without hurting anyone! With a can of oil, a crescent wrench, screwdriver a hammer (to hit the starter once in a while or to help loosen a stubborn

lug-nut,) a wool blanket, a piece of 8x8 plastic that all resided in an old duffle bag, loosely assembled in the trunk of our 1977 Buick. Additional food and water were always packed, regardless if it was an hour trip or multi-day trip.

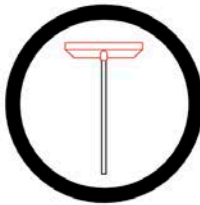
Fast-forward to today, everything evolves. We as people learn from our experiences, and most of us become better. This includes our driving skills, knowledge and preparedness. Many of us are far more aware and prepared than our predecessors... but there's still more that can be done! AAA has reported that forty percent of drivers—that's four out of 10—are unprepared for an emergency situation while driving. Another staggering fact is that AAA responds to more than seven million calls a year and will rescue seven million drivers nationwide with the majority of them facing battery, lock-out and tire-related issues.

So, to get to the root of these thoughts, I will again ask the question, "What's in your vehicle?" all of the time as well as seasonally?

Consider these things the "must-haves, then throw in a couple of your favorite candy bars and call it good. There are many like me, that have a few more things, to help more people in an emergency situation, but you don't have to go overboard... do what's best and reasonable.

## ESSENTIAL WINTER ITEMS FOR YOUR CAR

Ice Scraper



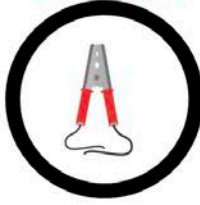
First Aid Kit



Warm Clothing



Jumper Cables



Windshield Fluid



Blanket



Shovel



Tool Kit



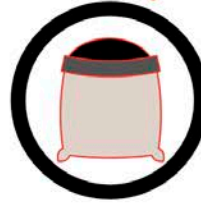
Cell Phone Charger



Fire Sources



Sand Or Kitty Litter



Snacks & Water



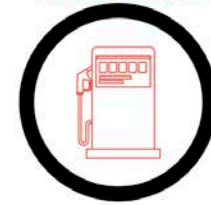
Recovery Gear



Flashlight



Gas at 1/2 Tank +

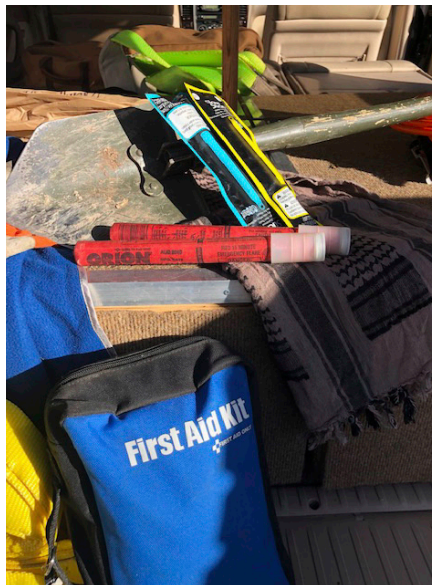
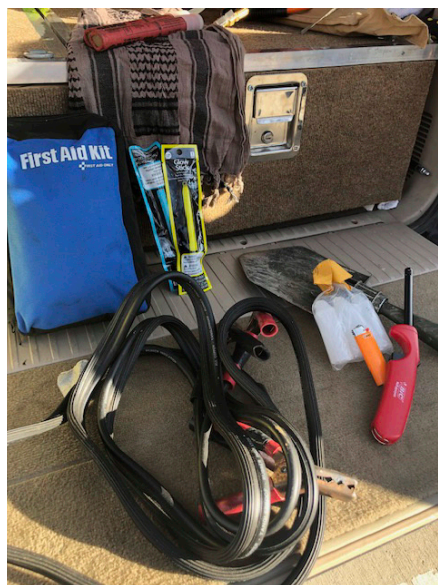
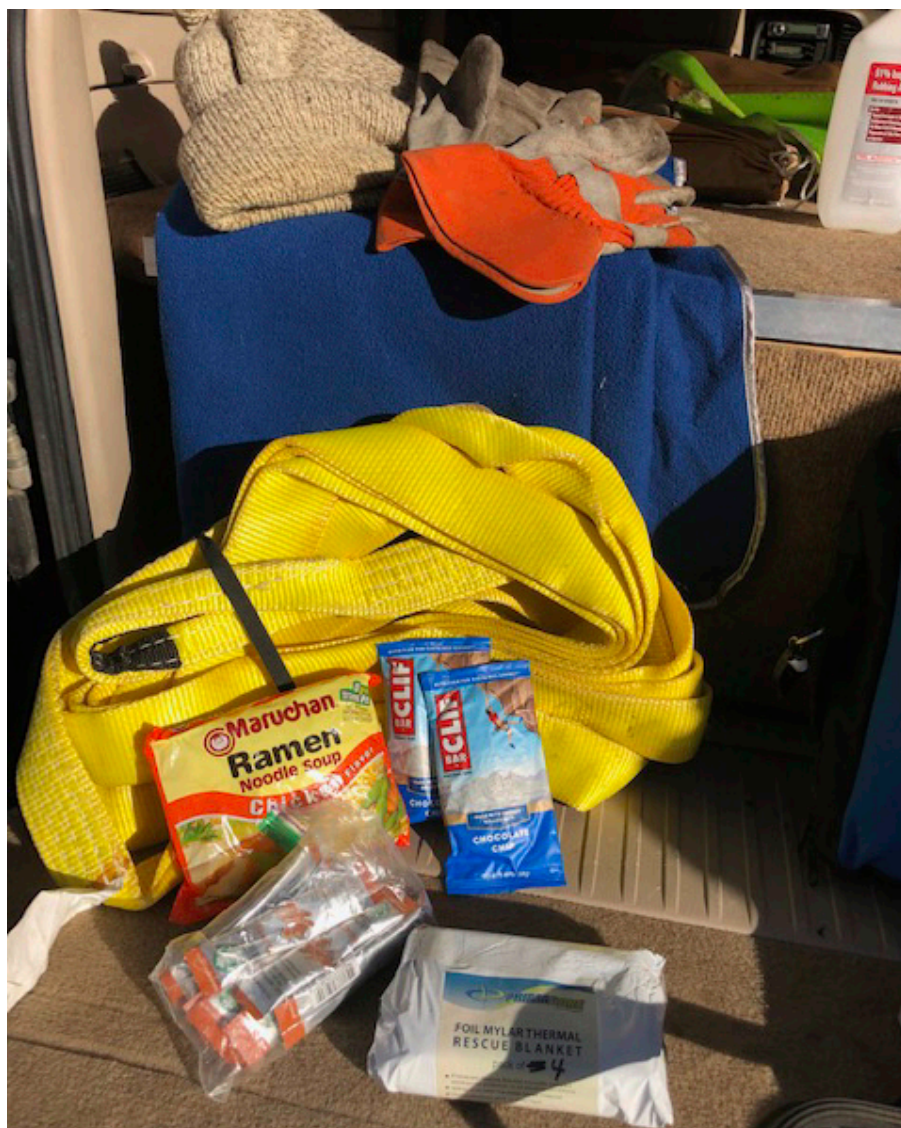


## HERE ARE THE CATEGORIES TO CONSIDER:

- **Food and Fluids**—protein bars, energy snacks, water, sports drinks
- **Warmth**—hats, gloves, extra layers, poncho, blankets/sleeping bag/fire
- **Shelter**—if your vehicle is damaged what protection do you have?
- **Recovery**—tow straps, chains, rope, shackles, shovel
- **Signals**—flashlights with extra batteries, flares, emergency triangles
- **Duration**—always plan for being stranded for at least 24 hours minimum

AAA has reported that forty percent of drivers—that's four out of 10—are unprepared for an emergency situation while driving.

# PREPARE



**An ounce of prevention is worth a pound of cure, and in so thinking, an hour of getting yourself prepared can save hours of agony, worry, and despair.**

If you get stuck in a blizzard, a flood, or exit from some other natural disaster, what do you have in your vehicle or can be thrown in your vehicle with limited time? Are you prepared and what do you need to add to your go-kit? My rig as it sits now, has 90% of what I need for a few days to survive on my own. If I had to roll out tonight with the clothes on my back I know that I would be fine in snow, rain, or for a few days until I need to gas up again. I have my dad to thank for that, I guess. My snap-strap and D-rings are a bit more stout by the way, if you need a tug! This list is not complete, nor comprehensive and the debate has been long-exhausted. I have pulled an old sleeping bag out that was stuffed in a sack for years, unused, when a warm-blooded friend of my son's joined us on a camping trip, to stay extra warm. I have flares that are eight years old and never fired. There are three ways I can start a fire I have in my vehicle, along with some small candles to stay warm in the dead of winter. There are also some protein bars and oatmeal that needs to be refreshed, but if need be I would eat if stuck in the middle of nowhere!

I encourage you to take an inventory, make a list, refresh old gear and food, add some new stuff, then travel with confidence and peace of mind. Top off your wiper fluid early and often in winter driving conditions. An ounce of prevention is worth a pound of cure, and in so thinking, an hour of getting yourself prepared can save hours of agony, worry, and despair. Take time this week to get your vehicle up to winter driving requirements and give yourself some peace of mind. *TEET*

# UNSTOPPABLE BIG 6



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# Tweaking a Classic

## ARB's New Classic II Fridge/Freezer

**"What's wrong?" I called out to my friend, Tyson.** He appeared upset and somewhat sad looking inside his truck.

"Ugghh, my food is wet," replied Tyson.

"Wet? What?"

Tyson had an unfortunate occurrence that many of us experience. He discovered his food submerged in his cooler that was full of ice—now melted into water. Understandably, he was frustrated and sad that he wasted food and money. Oh, and, he was hungry now!

Sound familiar? Yep, we've all been there. Fortunately, camping and overlanding has changed over the last decade. The premise might remain the same, but the amount of gear available today to make camping and overlanding more fun and efficient is

staggering. One piece of gear that many consider their best purchase is a 12-volt refrigerator. I said it. I am one of those people. It's the best money I have spent on a piece of gear, period.

I consider a 12-volt refrigerator a "game changer." It makes overlanding more efficient and simpler; and dare I say, more fun. No more stopping for ice. No more deviating off route to the nearest store to resupply ice. No more spending money on ice. No more strategically stacking food or placing it in containers so it won't end up soaking in water. With a 12-volt fridge, I can bring tasty, healthy food without the worry of it being ruined. Crispy asparagus? Check. Frozen hamburger or steaks? Check. I can also stay out longer, exploring and adventuring in Mother Nature.



One company that designs, engineers, and fabricates outstanding overland gear is ARB. This Australian based company is known for a variety of 4x4 equipment. Everything from their exceptional, aesthetically pleasing bull bars to their stout, air-activated differential lockers. However, scan their website, and you quickly discover a plethora of additional gear for the overlander. Fortunately, I got my hands on one of ARB's new fridge/freezers for an adventure "chasing" trout in Wyoming. The Classic Fridge/Freezer was redesigned; and the new Classic II Series was released in April 2019.

The new fridge/freezer came superbly wrapped from the ARB office in Seattle, Washington. I opened the box and found the fridge/freezer carefully packaged with the necessary cords, manual,



# REVIEW

and wifi antenna. The new fridge/freezer was unboxed, mounted atop my ARB drawer, and plugged into my vehicle's 12-volt socket within 10 minutes. The Classic II comes in a new color scheme of black and gunmetal gray, rather than the dated blue and gray. I powered on the fridge/freezer and waited for it to cool. Within 20 minutes, the fridge/freezer temperature reached 34 degrees. I packed it with a bunch of goodies and my wife and I headed north to Jackson Hole, Wyoming, on the "hunt" for trout.

The Classic II comes with Bluetooth capability, which allowed me to control and monitor the fridge/freezer through the ARB app or with my ARB LINX Controller. I monitored the fridge's temperature through my LINX system as we motored toward the Teton Range. My wife and I found a lovely place to camp on the east side of the mountain range, so I grabbed a chilled beer and setup camp, while Louise prepared dinner. The 37 Liter model has ample space, and allowed us to store food and beverages for a long weekend. The LED light

**I consider a 12-volt refrigerator a "game changer." It makes overlanding more efficient and simpler; and dare I say, more fun.**

inside enabled us to see the fridge contents, which were organized and separated thanks to the removable basket.

As the sun set behind the Teton Range, I was glad the display was backlit, which allowed me to easily find the controls in the dark night. The fridge/freezer has a built-in battery shut-off that turns off the fridge before it depletes my vehicle's battery, an excellent feature for piece of mind. I can set the battery monitor to low, medium, and high according to battery size and the amount of volts needed to start the vehicle.

The following morning, I checked to the built-in fridge/freezer battery monitor and was surprised to find the fridge had used little of my auxiliary battery power. The monitor displayed the amount of voltage that remained in my battery, an excellent new feature. The fridge





performed flawlessly over the next four days as we “chased” trout in the Wyoming high country. I really enjoyed having the ability to monitor the fridge/freezer through my LINX controller or the app. After placing some warm beverages in the fridge/freezer, I decreased the temperature of the fridge/freezer while driving the Grey’s River Road so that the beverages would be cold by the time we got to camp.

Fridge/freezers are not inexpensive. ARB’s line of fridge/freezers range from \$900 to \$1,500 depending on the size (37Q-83Q). However, could it your best overland purchase? I think so. It’s mine. *TCT*

#### LIKES:

- Color scheme
- Quick cool down to set temperature
- Built-in battery voltage monitor
- Ability to monitor and control through the ARB App and/or ARB’s LINX
- Varied capacity models (37 QT, 50 QT, 63 QT, 82 QT)

#### DISLIKES:

- Would like to see separate fridge and freezer compartments; rather than one compartment that’s either all fridge or freezer.

**RESOURCE:** [WWW.ARBUSA.COM](http://WWW.ARBUSA.COM)

## Tis the Season...

**FOR MOST OF OUR READERS**, the winter months are spent modifying, upgrading, and repairing their vehicles for future adventures. This is one reason why the Fall issue is filled with a larger **New & Noteworthy** section and of course our legendary **SEMA Show** coverage. We hope you find plenty of inspiration for new ways to setup your rig for amazing outdoor adventure.

### HOWEVER...

It's also the season that many of use choose to give thanks. While I am personally thankful every single time we have the opportunity to inspire others, this year I am trying to do a better job of communicating my gratitude.

Our small team of Toyota enthusiasts here at *Toyota Cruisers & Trucks / Xaxyn Media* are some of the most dedicated professionals one could ever hope to work with. As some of you know, we all have full-time jobs that are not part of our TCT Magazine responsibilities. The fact that this group can dedicate the time and effort into creating such inspiring content, and share it with thousands of like-minded enthusiasts, shows that we really do this for the love of adventure.

So thank you to Phillip, Daniel, Bob, Heather, Dennis, Mercedes, our contributors, and especially Kathy for producing a world class publication. It is truly an honor to work with you. *TCT*



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# YOUR RIGS

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» [tctmag.us/myrig](http://tctmag.us/myrig)



## OZARK NATIONAL FOREST

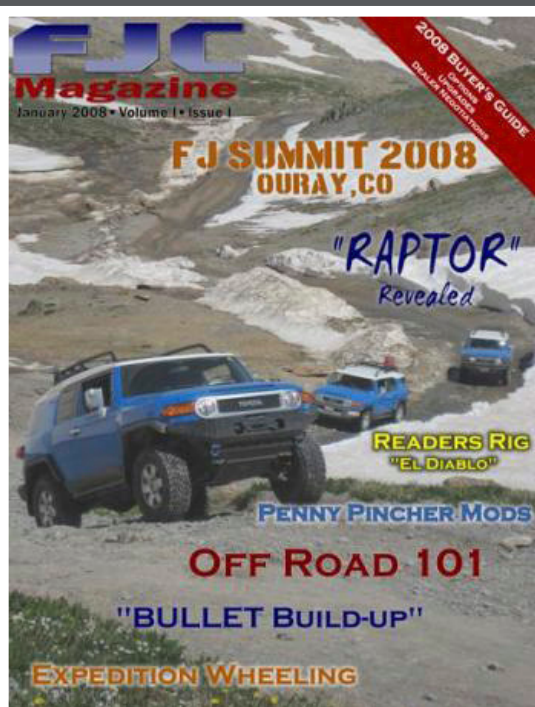
Express Rally 80 Series Land Cruiser

Photo by @BikeIkMedia, [LINK](#)

## EL DORADO NATIONAL FOREST

3rd Gen Tacoma

From Harjot



## THROWBACK

The first FJC Magazine cover from January 2008.