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CRUISERS & TRUCKS

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TOYOTA TRAILHUNTER

New Overland Focused package straight from the Factory...

SEMA 2022 PICKS

Our favorite finds from the latest show, perfect to fuel your next adventure!

SEQUOIAS OWN SEMA

Three builds show how this is the best SUV for exploring!

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Are you interested in more Electric & Hybrid vehicle adventure coverage? See our current & future EV Adventure articles on Live to Explore!
<https://LiveToExplore.co/evadventure>

» ON THE COVER

All new Trailhunter Tundra Concept adventuring in the snow

PHOTO BY
Toyota USA Press Coverage -
SEMA Show 2022

tctmagazine.net

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[FRAMED]

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FROM THE PUBLISHER

THE FUTURE IS ELECTRIFIED

Gas (only) and diesel (only) trucks and SUVs will be on the trail for decades to come, and we will enjoy inspiring adventure powered by them. However the electrified (meaning full electric and hybrid powertrains) future is barreling toward us at full speed.

Whether you like it or not, current computer controlled, sensor fused, IMU calibrated truck platforms are here. Just like fuel injection replaced carburetors for all the right reasons, push button traction control and all the "bells and whistles" are taking over manual control of transfer cases and low gears.

We've been thinking about dipping our toe in the electrified adventure world for nearly a year, and we now think the time has come to make that leap. We're already hard at work on our initial coverage of electrified vehicles for adventure, which will be posted on the Live To Explore site at LiveToExplore.co/eva.

Coverage will include thoughts, ideas, and inspiration for adventure with all makes and models of electrified vehicles. Of course that will include the current Tundra and Sequoia, and will soon include coverage of the 4th gen Tacoma and 6th Gen 4Runner. We will also be keen to cover the upcoming (yet unannounced) Land Cruiser 240, which will include a hybrid powertrain (see Last Word for details).

You will also see updates from EVA on the current TCT Magazine app as special article and special sections, and of course on our website at tctmagazine.net

We look forward to continuing the adventure of exploration and inspiration well into the future!

Until next time, Stay Safe, Stay the Trail, and Tread Lightly!

Shane

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SEMA Show 2022 Picks

SEMA Show 2022 was once again an amazing event for Toyota Enthusiasts. As expected, the all new 2023 Toyota Sequoia dominated, see page NN for details. The fully customized trucks are another example of how the Sequoia is replacing the Land Cruiser in North America. Here are our top picks from the show this year...



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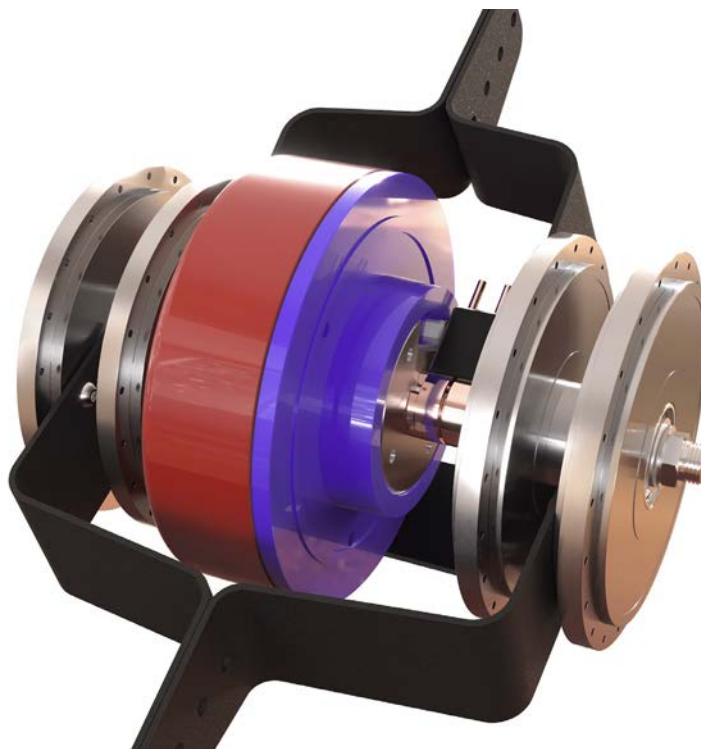
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GIG ROADKILL 5000

It may be hard to believe, but vertical movement in your shocks is a reliable source of energy, unfortunately lost to the road with every bump we hit. GIG seeks to harness this power with minimal retrofit thanks to the new Roadkill 5000.

PRICE: VARIES

<https://www.gigperformance.com/>





TVMS ROGUE FROM REDARC

An all new compact centralized power control for your overland truck or camper build.

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PRICE: TBD

<https://www.redarcelectronics.com/us/rogue>



EATON TVS® X3100 SUPERCHARGER

The X-series rotor is a three-lobe, high-twist design that moves 30% more air than the R2650 at comparable pulley speeds while maintaining the same design footprint within the engine compartment. Magnuson is currently developing applications for several modern

Toyota vehicles, so we look forward to more amazing power coming soon!

PRICE: VARIES

<https://magnusonsuperchargers.com/blogs/news/tvs-x3100>

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SMARTOP PLATFORM TRUCK BED COVER

The Smartop Platform is constructed from custom slotted aluminum extrusions, welded and sealed to create a weatherproof, loadable, hard cover platform. It includes 17 x M8 T-slots on top and 4 x M8 T-slots below deck, eliminating the need for load bars. Accessories can be bolted directly to the Smartop by using standard M8 hardware run in the T-slots. The variety of nesting configurations is virtually endless thanks to the novel patent pending deck extrusions that provide structural support as well as tie-down functionality.

The Smartop can also be opened while it is loaded with accessories - making it truly unique. With the relevant gas strut configuration, the Smartop can be opened with 250lbs payload, well-distributed across the deck. This novel feature sets it apart as the only loadable cover capable of this useful functionality.

PRICE: VARIES

<https://smartopplatform.com/>

WHAT WE DIDN'T SEE AT THE 2022 SEMA SHOW

- The all new 6th Gen 4Runner
- An updated 4th Gen Tacoma
- The all new for the USA small Land Cruiser. Likely the Land Cruiser Prado 240 based SUV that will be a 5 passenger Hybrid SUV.

Each of these are expected to be seen within the next 12-24 months. They will all be built on a version of the TMGA-F frame and are expected to feature the 2.4l Turbo Four engine, along with the Hybrid Max option that will debut in the Grand Highlander in February 2023. *TR*

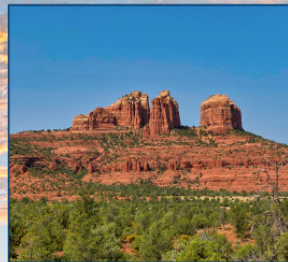
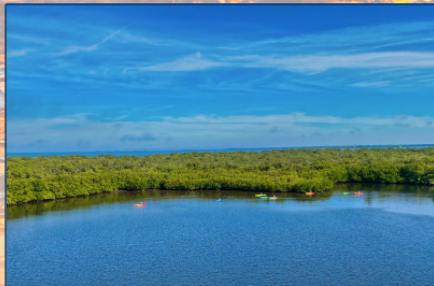
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Toyota Fun in the Philippines

BY THOMAS PFISTER

MABUHAY

BALER, a small town with just under 45,000 inhabitants along the east coast of the Philippine island of Luzon, is actually quite famous for its relatively small size. World famous surfers who appreciate the waves of the Pacific Ocean regularly meet here.





But it all started back in 1979 with a film by the well-known director Francis Ford Coppola and actors such as Marlon Brando, Robert Duvall and Dennis Hopper. The award-winning film *Apocalypse Now* was shot here, on the beaches of Baler. The GI's brought their surfboards with them, and since then Baler has become world famous and a Mecca of the international surfing scene.

It's the end of June and after a good two years off due to Corona, the otherwise rather sleepy town of Baler is waking up from its deep sleep again. The Rainforest Challenge Philippines 2022 has been announced. The national elimination for the Grand Final of the international Rainforest Challenge 2022, which is scheduled for November in Malaysia.

Baler is perfectly prepared, is used to the hustle and bustle and the hosting of national and international sporting events, whether on the beach and on the sea or in the hinterland of the Sierra Madre National Park.

Only it is a little louder now, but still, the hospitality is unbeatable. The Philippines is by far one of the most hospitable countries in Southeast Asia, and this is due not only to the English language, which allows us to easily find our way and communicate, but also to the still formative Spanish culture and the history of the country.

Luis J. A. Wee and his team are on site, he is the founder and owner of the international Rainforest Challenge in Malaysia. He accompanies his events worldwide, travels a lot in the world, symbolizes and embodies the true spirit of the Rainforest Challenge, which started exactly 25 years ago. So there is something to celebrate this year and celebrating is also very important in the Philippines.

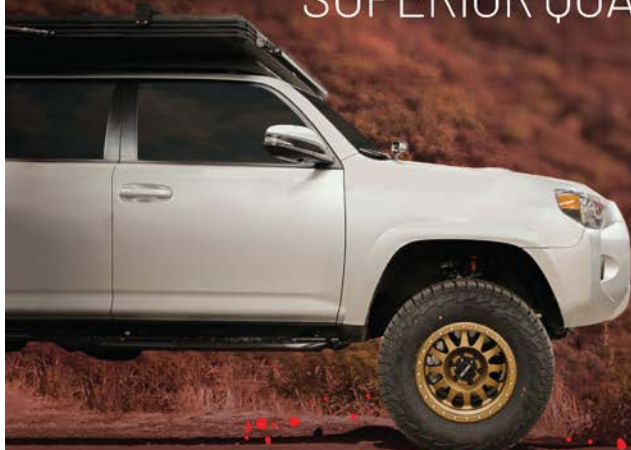
After the first of the three Rainforest Challenge events in the Philippines in 2022, Sir Malizord Estillore and his entire team travelled with five vehicles from Mindanao in the far south and the island of Cebu. This is a good 1,800 kilometres and several ferry connections that connect the many islands efficiently. You might not think that's far, but in reality it's four days and three nights on the country road.

The city of Baler itself is also located only 230 kilometres northeast of Manila, but you still sit for a good six hours in a minibus with your legs pulled up, because the seat distances are correspondingly small and you have to travel



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over winding pass roads. The fact is, logistics is still a challenge for all travellers, but that's the way it is, because you take a lot for the Rainforest Challenge Philippines 2022.

The market square of the city of Baler was the meeting place of all participants. Here, not only the registration of the vehicles or teams took place, but also the technical acceptance and of course the gluing of the vehicles with the company names of the many sponsors. For this, a whole three days were scheduled, because no one could definitely predict when he would arrive exactly, for example, if the ferry breaks down or one of the vehicles fails on the long way.

The participants all know each other, having already fought for points with each other at the beginning of the year in Mindanao at the first of the three Rainforest Challenge Philippines 2022 events. So the reception is very warm again this time, everyone is happy. However, the weather itself did not play along so much, it rained the three days in torrents. Baler is located on the east coast and on the mountains of the Sierra Madre, all the rain clouds coming from the Pacific get stuck and settle there.

Four days of action were on the program and in the convoy they then set off together into the mountains and through several rocky rivers, which are more reminiscent of Iceland.



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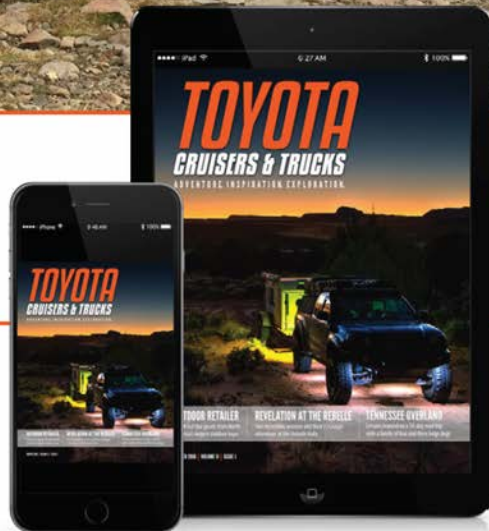
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The official plan at the first special stage was actually to race without a time limit. That was the plan, so far, so good. The heavy rain of the last few days made the routes not impossible, but simply too long. Accordingly, many prototype vehicles failed, or the teams were on the road for hours. The course was simply shortened in the end, but even then not many came to the finish line. In the end, only a single prototype vehicle somehow made it to the finish line without any technical problems.

So the balance of the first day was not what everyone had planned, but, and this is the most important thing, everyone had fun, fought against the forces of nature and gave their best. Then we went to the camp on the nearby river, the dirty clothes were washed in the river, the barbecue was lit and the rather meager successes of the first day were celebrated anyway.

Sunshine over the Sierra Madre, fantastic weather welcomes the participants. Day two can begin and even before the kettles boil coffee water, the engines are started. The

teams have clearly divided the tasks among themselves, one cooks, the other takes care of the vehicle and, in turn, another still sleeps off the intoxication. There are just meetings or events where there are no winners and losers, everyone is friends here, even if you only see each other three times a year.

Everything takes place more or less within reach of the camp, so everything is quickly accessible and you do not lose track, because in addition to the prototype vehicles, there are three other categories, the modified vehicles, the pure production vehicles and the beginners. Different vehicles, different demands on the teams. However, the focus here is on the prototype vehicles, because they will qualify for the grand Final of the Rainforest Challenge in Malaysia in November 2022. If you want to win, you have to qualify, that's how it is with the Rainforest Challenge, accordingly, the international standards are high.

Sir Matrel Mancera from Mindanao has many years of off-road experience and has carefully

planned the special stages with his team weeks in advance, so special stages are now available that offer something for everyone. The team, which is more focused on skill and speed or the team, which prefers winch technology and tactics, there is something for everyone here. So, on day two and three, accordingly, there is alternation in all respects and the field of competitors opens up a little.

Even though we are now driving well into the night and fighting for points, the paddock is always brightly lit in the evening until late at night. While one is already turning over his sausages on the grill, the other is still using its wrenches or the screwdrivers. Of course, the material suffers, but the concentration also decreases and an unusually large number of mistakes happen, driving technical as well as strategic.

On the fourth and last day, there was a tie at the top of the prototype group, but there can only be one winner. A decision has to be made. The small river next to the camp, which was used for washing and bathing the days before, will be

converted into a special stage with external vehicles as obstacles. The vehicles are set up and parked in the river in such a way that almost a zigzag course is created. Sounds simple, but it is not, because there are also larger rocks that should be better avoided.

The special stage "Water" is due, which must bring a final decision. Now it's about milliseconds, so full speed. All or nothing, because if something breaks down now, it doesn't matter anymore, tomorrow it will go back to home anyway, as this is the last and final stage.

In the end, the team with the starting number 100 wins the prototype classification. Driver Sir Edison Dungca and co-driver Sir Bomvet Santos, the team that had already passed the first special stage as the only one. A team sponsored by the company MAXXIS, which, in addition to perfect team and fighting spirit, also has a lot of humor. It's not just the suitable tyres, but also a good combination of vehicle performance and team work, which must form a unit, and that's what the two have.

In the late afternoon of the fourth day we went back to Baler to the Aliya Surf Camp Resort. The official award ceremony was to take place here at a joint dinner. The team of RFC founder Luis Wee, who travelled specially from Malaysia for the Rainforest Challenge Philippines 2022, presented the trophies in the different categories

to the following winners:

'Prototype' Category: 1st Edison Dungca & Bomvet Santos (#100), 2nd Jayson Peyra & Albert Frondoza (#118) and 3rd Rogelio Peyra Jr. & Glen Buena (#110)

'Modified' Category: 1st Noel Bartolome & Jerol Conteras (#138), 2nd Marc Ortega & Carlo Marzo (#128) and 3rd Pastor De Leon & Jeston i Ilagan (#105)

'Production' Category: 1st Bing Gabriel & Victor Ma Dela Rosa (#120), 2nd Lee Romar Vince & Christmer Edmar (#126) and 3rd Steven Nikolai Camaya & Christian Peralta (#127)

'Newbie' Category: 1st Cristopher Espana & Allen Fontanilla (#107), 2nd Car Michael Santos & Danilo Matias (#121) and 3rd Neil Carlo Federizo & Gil Delos Santos (#139)

In September 2022, everyone will go to the island of Negros, which belongs to the Visayas Islands group. The host this time will be the small town of Dumaguete. There is a lot of diving and no surfing here and more fish is on the menu than meat, because Negros is known for its diving resorts on the south-eastern part of the island.

I am sure that Sir Malizord Estillore and his team will once again warmly welcome us with a MABUHAY. MABUHAY means as much as LIFE in English and life is excellent here in the Philippines. *187*



[FRAMED]

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Throwback: Our *TCT Explorer*
2015 Tundra enjoys the snow.

PHOTO BY SHANE WILLIAMS







The Sequoias of SEMA 2022

SEMA Show 2022 is off to a great start, and as expected the all new 2023 Sequoia dominates. This year Toyota has included Expedition Overland and Wescott designs in their booth with fully customized trucks meant to show how the new Sequoia is truly taking over for the Land Crusier, currently missing from the North American market.



SEQUOIA

ALL NEW 2023 SEQUOIA FROM TOYOTA AT SEMA SHOW 2022

The X Overland "Simba" Sequoia

ALL NEW 2023 SEQUOIA FROM EXPEDITION OVERLAND AT SEMA SHOW 2022

Expedition Overland named the Sequoia "Simba" to symbolize strength, which is fitting since this rig will fulfill many roles while traveling long-distance overlanding miles. To film episodes, it will need to haul the camera crew, providing plenty of room and comfort as well as trail versatility.

Full Fact Sheet

XO Site

ALL NEW 2023 SEQUOIA FROM EXPEDITION OVERLAND AT SEMA SHOW 2022

Sequoia TRD Pro Adventurer by Wescott Designs

A fully kitted out Sequoia that even includes... a jetski??

ALL NEW 2023 SEQUOIA ADVENTURER AT SEMA SHOW 2022

Starting with a 2023 Toyota Sequoia TRD Pro, the Westcott Designs team installed their in-house designed lift kit, providing 3-inches of front and 1.75-inches of rear

lift. Then the team added Camburg® Racing Kinetik upper control arms, Camburg Racing rear billet lower and upper trailing arms and a set of 17 x 8.5-inch Innov8 Racing Inc.® G400 wheels with LT 37x12.5R17 Nitto® Recon Grapplers A/T tires to help ensure trail versatility while retaining the Sequoia's comfortable ride.

Finally... the Ultimate Overlanding Sequoia TRD Off-Road, which is 4WD TO's take on how to build an overloading Sequoia.

The crew teamed up with the experts at CBI Offroad Fabrication to outfit the all-new Toyota Sequoia Limited with the TRD Off-Road package with some of the best trail-ready components to enhance Toyota's all-new robust and reliable eight-passenger flagship full-size SUV.

ALL NEW 2023 SEQUOIA TRD OFF ROAD AT SEMA SHOW 2022

To provide additional ground clearance and increase the Sequoia's approach and departure angles, ToyTec® coilovers, shocks and coil springs on all four corners provide a three-inch lift. Camburg® KINETIK upper control arms and 6061-T6 billet aluminum rear trailing arms complete the set up. Next, the team added a set of bronze 706 Bead Grip Method Race Wheels® wrapped

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ALL NEW 2023 SEQUOIA ADVENTURER AT SEMA SHOW 2022

We can't forget Tundra!

The Expedition Overland 2022 Toyota Tundra "Orion" is also on display at the show...

ALL NEW 2022 TUNDRA FROM EXPEDITION OVERLAND AT SEMA SHOW 2022

With a name inspired by the Nordic region and the Orion constellation, the Orion Tundra began as a 2022 Toyota Tundra Limited. The Crofts approached this build with long-distance journeys and film production as top priorities. Like Simba, it has the off-roading upgrades to get to remote locations. *TCT*





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Toyotas Return to Ouray



Photo by James Buff

We all know the beauty of Ouray, Colorado and what it is synonymous with—the red peak mountains of the San Juans. The Million Dollar Highway. The infamous Black Bear Pass.

For the past couple of years, fellow off-roaders waited with bated breath for the confirmation of the return of the FJ Summit after COVID kicked everyone's plans right out the door. But as we all heard at the beginning of 2022, FJ Summit would no longer return after its glorious run, creating a massive void in the Toyota off-road community. A group of fellow Coloradans, all Toyota owners and enthusiasts, decided to help fill this void.

All members of the Colorado FJ Cruisers group and former FJ Summit trail leaders and attendees—Adam Durazo, James Buff, Eric Ross, and I—joined forces to gather off-road devotees again in Ouray for the 1st

Annual Rocky Mountain Toyota Roundup (RMTR) being held July 19–22, 2023 at the Ouray County Fairgrounds.

After seven years, it made sense to move our smaller, more local Colorado FJ Cruiser off-road event from Buena Vista, Colorado to the beautiful mountain town and off-road mecca of Ouray, and open it to all off-road Toyota owners. Moving it to Ouray was an opportunity we couldn't pass up.

"Every time I make my way down Highway 550 I feel the pressures of life fade away. The mountains and views are so unique—I've yet to find anywhere else even close. My family and I find ourselves in Ouray multiple times a year," says Adam, who manages more than just the RMTR website and finances. Eric agrees as well. "It has location, location, location—the San Juans are probably my favorite part of the state for sheer dramatic views, colors, and trails to match."

By no means, are we “taking over” FJ Summit—there will always only be *one* FJ Summit. “The Summit was a great event and I’ve watched it evolve from something that didn’t sell out to what we’re all familiar with in its final years. We want attendees to have the ability to go wheel and have a good time with old and new friends at HQ afterwards. Summit HQ was fun but busy and overwhelming. I’d like to see the relaxed HQ environment from our Buena Vista event to transfer into the RMTR,” explains Adam. James, who will head up everything trail related for RMTR agrees. “The main difference is that we hope to make the experience between attendees and vendors more interactive. We’re encouraging vendors to go off-road with a group each day, to spend hours on the trail meeting their customers, making new friends, showing how their products work on the trail. We’ll still have vendor booths at HQ, but we’re looking to minimize the trade show atmosphere.”

We hope our focus on vendors sponsoring trail runs and interacting and showcasing their products to the people on the trails, will be a huge benefit to their companies and hopefully, future customers. Personally, it’s important to me to trust the person working at the company, just as much as trusting the product they’re selling. I think it’s incredibly valuable for company representatives to make their customers feel special and heard and to create that relationship. It’s all about trust and I’m hoping we can help facilitate that connection at our event.

“This event is about the people, not the prizes. We will focus on the trail experience and meeting other like-minded folks. Vendors will interact with folks on the trail and at evening meals. The smaller overall number of vehicles, drivers, and passengers will lend itself to a more intimate event,” says Eric.

Speaking of our smaller event, it involves more than just managing trail group sizes. “Changing up the venue will be a huge difference for the event. Hosting the event at the fairgrounds gives us the ability to stage the trail runs in the morning and host everyone in the evenings; all at the same location,” Adam states.

We also want our attendees to feel they’re prepared to drive on some of the tricky San Juan off-road trails. “We want to try and match driver skill and vehicle capability



with trails and ensure that everyone on trail has passed a basic vehicle inspection for safety and capability,” says Eric, who is our highly experienced trail guide and recovery trainer and will manage the safety portion of the event.

Overall, we want everyone to have a great time at RMTR. For Adam, it’s all about the memories. “Anyone who has explored trails in the San Juans has fond memories of the mountains. Our goal is to live up to the grand scale of the surrounding mountains.” James wants to make sure everyone gets the cool shots of their rigs with his trail groups. “I joke with my Imogene groups that my first job is helping them take the poser rock photo on Imogene, and my second job is getting them back to cell signal so they can post it. As an event, we want to show attendees all the amazing sights they’ve seen online, help them take the photos, help them experience the San Juans and Colorado safely and comfortably. But we also hope that they will make new friends and want to come back.” For Eric, it’s as simple as “Smiles!” For me, it’s always about meeting new people and seeing my off-road friends, meeting new ones, and making sure everyone is having a good time. I love hearing all the trail stories at dinner and seeing the smiles on everyone’s faces, too.

EVENTS



FOR BEGINNER OFF-ROADERS WHO PLAN TO ATTEND THE EVENT IN OURAY—*BE PREPARED, HAVE FUN, AND HYDRATE!*

Adam: You're coming out to visit the most beautiful corner of the country that offers the best scenery around. Don't get distracted by the scenery and keep on task while traversing the trails. Bring a willingness to learn or grow your skills. The trail leaders and others in your group will have a wealth of knowledge to share so don't be afraid to ask questions or for a spot. Ensure your vehicle is prepared for the trip. Regular maintenance is the best thing that you can do to make sure your Toyota is trail ready. When your trail leader reminds you to keep hydrated—take their advice and drink some more water. Don't forget the hydrate rule applies to the rest of your passengers including the four-legged ones.

James: Ouray is one of the best off-roading destinations in the US. The town is amazing, the scenery is beautiful. But what you've seen on the internet about off-roading in Colorado will make it seem easier and less dangerous than it actually is. Your cell phone doesn't work up here, you can't just call for help. You need to prepare yourself and your vehicle for this journey. That's where our trail leaders come in. They're all very experienced in these mountains. Watch, learn, ask questions. But also remember to have fun!

Eric: Come prepared. Make sure your rig is mechanically sound—there is nothing worse than making the drive and being sidelined by something you could have fixed ahead of time. Bring clothing for all seasons—we get snow in July... and rain... and wind... and sun (sunscreen or covering up is essential to avoid painful sunburn).

HYDRATE. This is a high-elevation, semi-arid desert environment that sucks the moisture from your body and altitude can cause illness. The environment up there is VERY sensitive. Alpine tundra takes decades to recover from very minor damage from people walking or driving off-trail. Come with love and respect, pack out your trash, and leave it better than you found it.

Kathy: I'm a huge advocate of making sure you and your vehicle are prepared for off-roading. Not being prepared is a quick way to ruin a great trip—not just for you but others in your group. Listen to your trail leaders. Share with your trail leader your true trail experience—they are always happy to help spot you and guide you on the trails because they want you to have a good time, too. If you can, I would even suggest taking an off-road driving class with a reputable company. If you're in Colorado, Matt Balasz, who owns *On Trail Training*, is great to learn from. Be respectful of your fellow off-roaders and the trails by knowing off-road etiquette. Be respectful of the beautiful surroundings we get the privilege to drive in. There are lots of resources online like *Stay the Trail* and *Tread Lightly* which are great places to start. Take your time on the trails. It's safer for everyone—hikers, mountain bikers, dirt bikes, and SXS who use the trails as well. How else are you going to enjoy the amazing scenery if you're just going to fly by? And, like the guys stated already—stay hydrated! I'm admitting now that I'm not the best at this, but remember that you are climbing some serious elevation and dehydration is a quick way to ruin your off-road trail time!

WHAT RIG WILL YOU BE DRIVING AT RMTR?

Adam: I have a 2007 FJ that I've owned since 2009. It's far from stock but it's all FJ. I've recently brought a 1994 Land Cruiser back to life that is back on the trails after being neglected for the past five years. Don't tell anyone but I've also taken my ¾ ton tow rig deeper off road than most would recommend.

James: I currently have a 2018 4Runner TRD Offroad. It's lifted and armored.

Eric: 1999 Land Cruiser. Previous rigs include 1987, 1993, 1996, and 2003 4Runners, and a 2007 FJ Cruiser that I drove and built for 15 years.

Kathy: I have a 2008 FJ Cruiser that I bought in 2017. with 98,000 miles. It now has over 220,000 miles. It is lifted and almost fully armored. It has also survived two Rebelle Rallies and lots of amazing off-road adventures!





HOW MANY TOYOTAS HAVE YOU OWNED, AND WHICH ONE WAS YOUR FAVORITE?

Adam: I still own all the Toyota's that I've purchased. Including another 80 series Land Cruiser that was initially purchased for parts but is most likely going to live on as a buggy. My favorite vehicle, from any manufacturer, that I've owned is, by far, my FJ.

James: My first car was a 1984 Toyota Celica. We have three Toyotas in the garage right now. It's easily the brand that I've owned the most. Over the years, between Toyota and Lexus, I've owned 13. It's hard to pick a favorite—between the sportscars, off-roaders and pickups. Of them all, probably my favorite is our '06 Tundra. It just does everything and never complains. Bad weather, dirt roads, hauling plywood. If I had to sell everything, it would be the last thing I'd sell.

Eric: Previous rigs include 1987, 1993, 1996, and 2003 4Runners over the course of 14 years, and a 2007 FJ Cruiser that I drove and built for 15 years. I've been driving and building the 1999 Land Cruiser as a dedicated rig for about a year. Every one of them had their bright spots and at the time, each was the best rig I'd ever had, especially 15 years with the FJ all over CO, NM, UT, CA, etc. If I were to express my biggest regret, it was selling the 1987 4Runner: 5-speed, open diffs, huge 31x10.50 tires, trusty Warn 8000, and what I learned to drive and recover off-road in. Of course right now my favorite is the Land Cruiser!

Kathy: I learned to drive a manual transmission in my dad's 1986 4Runner—I loved that truck so much. That was definitely the beginning of my love of Toyotas. I've only owned Toyotas starting with a 1987 Tercel, 1996 Corolla, two 2004 Highlanders, and my current 2008 FJ Cruiser. My favorite is most definitely my FJ—it is the most fun vehicle I've ever owned and it has changed my life! *TCT*

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New Trailhunter package for Toyota Trucks

The all new Toyota Trailhunter package is a series of modifications that make factory spec Toyota Trucks much more capable for overland adventure.

The Trailhunter package will be available on 4Runners, Tacomas, Tundras and Sequoias and is expected to include suspension, bumpers, racks, tents, and several other options. Toyota will offer the Trailhunter package through dealers around the country beginning in 2023.

"Trailhunter trucks will come straight from the factory equipped to meet the needs of overlanding enthusiasts," said Lisa Materazzo, group vice president – Toyota Division Marketing. "These trucks will be developed in-house by our engineering teams and will be the most capable OEM overlanding solutions

designed to meet Toyota's legendary quality, durability and reliability standards."

Trailhunter vehicles will be highly capable, intentionally designed overlanding rigs. The all-new Trailhunter product line is designed to meet the demands of outdoor enthusiasts who love to explore with their vehicle. Designed and developed in-house at Toyota, Trailhunter vehicles will be adventure ready straight from the factory, providing a trail-ready truck with components and accessories that support a remote off-the-grid experience.

The Trailhunter concept vehicle showcases Toyota's vision of what this new grade of truck could look like right off the dealer lot including available Associated

Accessory Products, which is the term used to annotate their partnership with existing companies. These include current favorites like ARB, Go Rhino, Yakima and Rigid Industries, and additional brands are expected to be added over time.

The concept truck on display at the 2022 SEMA Show was equipped with a Trailhunter-specific suspension setup, skid plates, roof rack, bumpers, lighting, refrigerator, rooftop tent and more all engineered specifically for overlanding applications. Enthusiasts can expect future Trailhunter products to deliver terrain versatility and protection as well as load-bearing performance and storage functionality for their equipment, recovery gear and base camp necessities.

Year after year at the SEMA Show, Toyota has demonstrated its commitment to performance, excitement and fun. Toyota has shown its strong devotion to outdoor enthusiasts through overlanding concepts such as the



TUNDRA





Tacozilla Tacoma Camper, the TRD Sport Trailer and the Tacoma Overlanding Concept. Trailhunter will take that commitment to the next level.

Toyota will share additional Trailhunter details next year. Every truck will be designed from the ground up to include the overlanding modifications and components enthusiasts expect. The Trailhunter badge—which resembles a compass to reinforce that the journey is the main purpose—will represent the vehicle’s bona fide credentials as a highly functional and purpose-built overlanding rig.

This is the first time we’ve seen Toyota install this package, and it seems like a no-brainer. These trucks

have all the hardware they need for great overland and camping adventures!

Toyota already makes some of the best trucks on Earth in terms of reliability, comfort and capability. The current TRD Pro trim is a fantastic example of this—it’s easy to see why it has remained one of America’s most popular trucks for years now. If you want a truck that can go off road with ease but still be able to carry your kids to school or haul home some mulch for your garden, then this might be just what you’re looking for!

We’re excited to see how these new Trailhunter package vehicles perform in the wild. Stay tuned for updates as more information is released. *TCR*

The Next US Land Cruiser

Land Cruiser 240

Are you ready for the All New Toyota Land Cruiser 240 (in either 2024 or 2025)?

The next Toyota Land Cruiser that will be for sale in the United States will be the LC 240 series. It will be built on a modified version of the TNGA-F platform that currently underpins the LC 300, LX 600, 3rd Gen Tundra (2022+), and 3rd Gen Sequoia (2023+).



This all new **5 passenger** SUV will feature a 2.4L Turbo Four engine with a Hybrid Max option, similar to what will be available in 2023 in the Grand Highlander. We expect HP to be in the 340 range, with torque in the 400 lb ft range. Power wise, this all new Land Cruiser will be on par with the standard 2020+ Ford Bronco

This is where it gets interesting....

When it come to design - we're not clear on whether Toyota will continue with modern yet tough styling that we see in the Tundra and Sequoia, or deliver something that is closer to the FJ Cruiser with a little more retro look. Perhaps this new-old version of the Land Cruiser will carry design queues from the Compact Cruiser EV we saw in 2022. We may also see notes from the original LC 300 design sketches, which Toyota released just after



the truck debuted.

I am quite certain, however, that the Land Cruiser 240 will be available from the factory with all the off-road capability and toughness we would expect for a vehicle carrying the LC badge. This should include lockers, skid plates, crawl-control, and likely rock sliders. With the Trail Hunter concept now out in the wild (See this issue), we should also see a Trail Hunter version of the new Land Cruiser.

Our next media preview will be at the Chicago Auto Show in February, so stay tuned to our app, social networks, and website for the latest updates. Once we know more we'll share far and wide! **TCT**





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SAMS-TACOMA-ENJOYS THE VIEW

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