

# TOYOTA

## CRUISERS & TRUCKS

ADVENTURE. INSPIRATION. EXPLORATION.



### ALPINE EXPRESS

Our CrewMax Tundra is ready for adventure!

### 300 SERIES LAND CRUISER

Toyota's new global platform that will change everything...

### TRIP UNPACKING

When is the best time to pack for your next trip?



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PHOTO BY  
Shane Williams

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# FROM THE PUBLISHER

## WHAT A TRIP IT HAS BEEN.....

You may have noticed that this issue is out a little later than our normal Summer issue is published. There are a variety of reasons for this, and all of them are really exciting!

First, the world is starting to open back up! Our team has been out & about quite a bit in 2021, which means our coverage, articles, layout, and publishing have been delayed.

Also, with the tease of the all new 2022 Tundra (See page 8), and the global release of the new 300 Series Land Cruiser (See page 34), our team wanted to make sure we could bring you the latest information and news for what Toyota is up to. We have a feeling it's going to be a very exciting couple of years as our favorite automotive brand releases new models and platforms!

Perhaps the most exciting part for our family though, is a major life-change. The Williams family of explorers is right in the middle of moving from our home state since 1996, Colorado, to find new adventure in the land of eternal Sunshine. We're moving to Florida!

While we will not be out enjoying mountains quite as much, we're excited to see all that the Southeast US has to offer. We know there are hidden gems that are ready to be discovered, and we'll be taking our Toyota & Lexus vehicles to all of them! You can expect to see plenty of great content on these pages, and on our exploring website: LiveToExplore.co

We will still be in Colorado for several weeks each summer, so there will be plenty of great high country exploring as well =)

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

*Shane*



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# TOYOTA CRUISERS & TRUCKS

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



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# NEW & NOTEWORTHY

By TCT Staff



## CFX3 25 FROM DOMETIC

**POWER COOLERS, AKA FRIDGE/FREEZERS ARE A GREAT ADDITION TO ANY EXPLORING SETUP**, and Dometic has a new option that's perfect for space-constrained applications.

The CFX3 25 can hold up to 40 cans of your favorite beverage, or 5 large 1.5l bottles and is sure to keep everything nice & cool along your journey.

The 25 joins the lineup that includes the 35, 45, 55, 75, and 95 sizes.

 **\$839**

 **[HTTP://DOMETIC.COM](http://dometic.com)**

## GOAL ZERO VENTURE 35

The Venture power bank line from Goal Zero consist of rugged portable chargers that go anywhere. They're waterproof and dustproof and has increased power capacity suitable for charging multiple small devices.

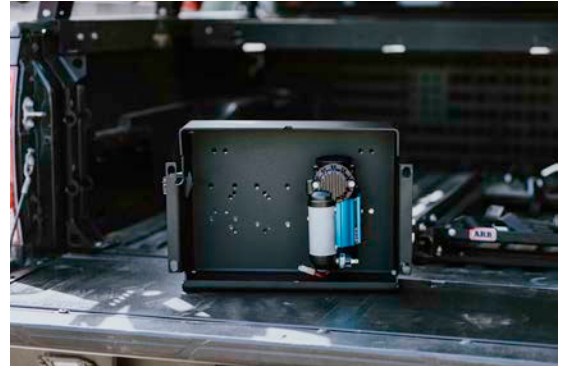
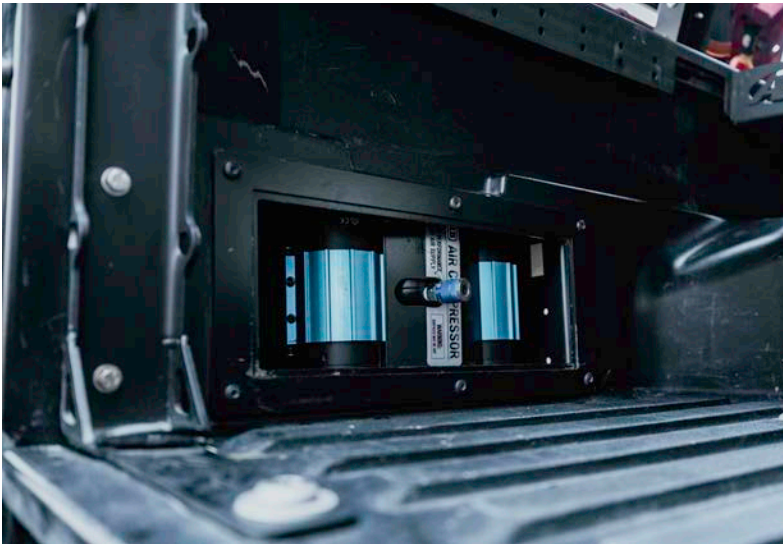
The updated 35 features a 9600 mAh battery, 18W USB-C power up port and two 3A USB ports. For off-grid use, you can combine this power pack with a Nomad solar panel and power your small devices anywhere at any time.



 **\$69.95**

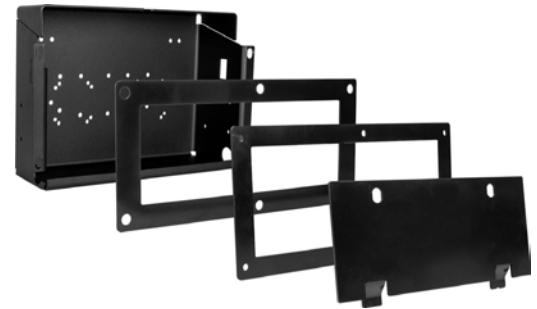
 **[HTTPS://WWW.GOALZERO.COM/](https://www.goalzero.com/)**





## ALL-PRO ARB COMPRESSOR MOUNT FOR TACOMA

**FOR TACO DRIVERS USING THE ARB COMPRESSOR,** All-Pro's new compressor box mount is an innovative upgrade allowing you to easily mount an ARB compressor in your truck's inner bedside. This easy to install aluminum box takes the place of the factory driver side inner bed storage box. Choose between maintaining factory appearance by using the original bed box bezel or upgrading to All-Pro's steel door and bezel with cam latches or locking latches. Bolt-on design requires no cutting unless using factory bezel.



**\$110**

[HTTPS://ALLPROOFFROAD.COM/](https://allprooffroad.com/)



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# NEW & NOTEWORTHY

By TCT Staff



## YAKIMA EXO SYSTEM

**SINCE MOST OF OUR VEHICLES ARE SETUP FOR TOWING, BUT WE'RE NOT ALWAYS PULLING TRAILERS OR HAULING BIKES,** Yakima has new system meant to get the most out of your hitch setup.

The EXO System is a combination of products that turn your hitch into a do-anything, go-anywhere multi-tool.

Once you get the base EXO setup, you can add specific 'modules' to customize the two layer system to meet your exact needs.

The EXO starts with a swing out base that takes your first module. Then you add a TopShelf that supports many other

module options, so you get exactly what you need.

Some of the more popular EXO configurations:

- Two Gearlockers
- Removable basket (available with wheels) over a Gearlocker
- Dual-bike mount over a gearlocker. *TCT*

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# 2022 Tundra

It's finally here, almost



**W**hile Toyota started showing teaser photos of the all new true 3rd Generation Tundra, somehow actual photos of the full truck leaked on to social networks.

So, Toyota surprised us all with this post on social:

<https://toyota.us/3gHkU4t>

Now we know what the 2022 Toyota Tundra (in TRD Pro trim) will look like.

Guess what? At least half the people on the groups I follow love it. The other half? You know...

Almost immediately the artists went to work showing what it could look like with larger tires, bumpers, and

other mods. Of course, our entire team is excited to see what the future Tundra brings, but we won't know what is truly needed to outfit this rig for exploration until the truck is actually revealed.

**Here's what we think so far:**

- It will likely be built on a modified version of the all-new TNGA-F platform as the 300 series Land Cruiser (See page NN)
- We expect to see the same twin turbo gas V6
- A hybrid version is also rumored, so that is very exciting





- Infotainment and comfort features will be vastly improved
- We really love the large screen in the recently revealed teaser photo.
- The truck will be lighter
- It will get better mileage

- It will have the same or higher towing rating
- It will be a BLAST to drive

So, TCT will patiently wait for the full reveal, launch, and general availability.  
Then the fun begins! *TCT*

# TRD Pro Tacoma— Suspension Modifications



Flexing the new suspension

## **I'm not much of a connoisseur of alcoholic beverages.**

I have various friends who can converse nonstop about craft beers, wines, whiskeys, and scotches. These conversations tend to happen around campfires—all while I'm sipping my Dr. Pepper. At the end of a typical year, I can reflect on the past 12 months and count on two hands the quantity of alcoholic beverages that reached my liver. Some of those instances occurred at the end of a stressful work week. I did so to take the "edge" off...to "soften" my stress level.

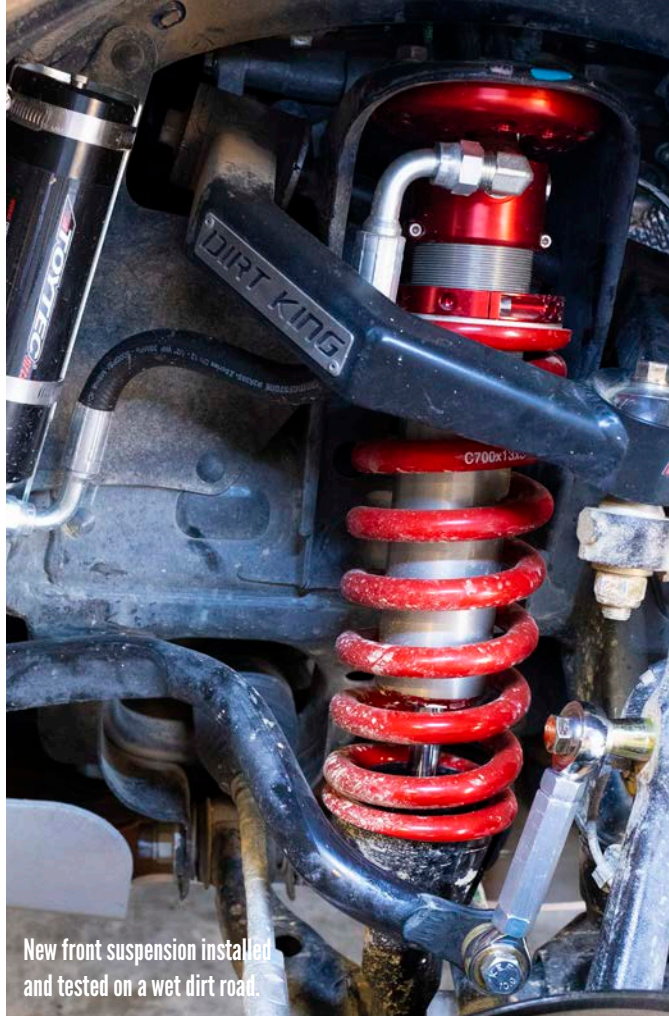
That's exactly what I wanted to accomplish with my Tacoma suspension modifications: take the edge off. Yes, I am aware Toyota worked with Fox Suspension to

tune the shocks specifically for the TRD Pro Tacoma. I must be crazy for wanting to part with that suspension, right? In those rare off-camber scenarios where I don't want a bouncy truck for fear of flopping over, the Fox suspension is ideal because there is no bounce. The truck is stable and manageable.

In the more common situations where I am driving swiftly over a rough trail, I want the suspension to absorb the rugged terrain. The Fox suspension was not ideal, as the whole truck shook and rattled over every bump, rock, and rut. The harshness of the ride was just too rigid for my comfort level.

On my 2007 4Runner, I ran the Radflo 2.5 front and





rear suspension, and on my son's 2007 FJ Cruiser, I ran the ToyTec Boss. Both set the bar for me on how suspensions should perform. After 16 months of Tacoma ownership, I was ready to identify a new suspension solution.

On a multi-day expedition in Colorado, I followed a 5th gen 4Runner, driven by Hugo Huerta, up and down multiple unforgiving roads and watched with envy as Hugo's aftermarket suspension absorbed encounters with every small boulder. I wanted what he had. Hugo worked for ToyTec Lifts and was more than happy to introduce me to what would soon become my next purchase: Toytec Boss 2.5 Aluma Series Performance Suspension System with 2"-3" lift. This suspension would also help me achieve another objective: lift the truck higher than the 1-inch OEM lift.

For options, I went with the reservoir for the front coilovers for better cooling. In the Texas heat down near the Mexico border, I tend to push the accelerator for spirited driving. Lifting the truck a few more inches does impact angles of various components. To compensate for these new angles, I chose the Front Differential Drop Kit, Driveshaft Carrier Bearing Drop Kit, and Solid Axle Degree Shims. ToyTec Lifts includes the sway bar relocation kit, but the OEM end links are pushed to their limit. Plus, they are a weak point.

For upper control arms, I ordered Dirt King Boxed Bushing Upper Control Arms from another vendor. Durability with UCAs is important to me. I like the build

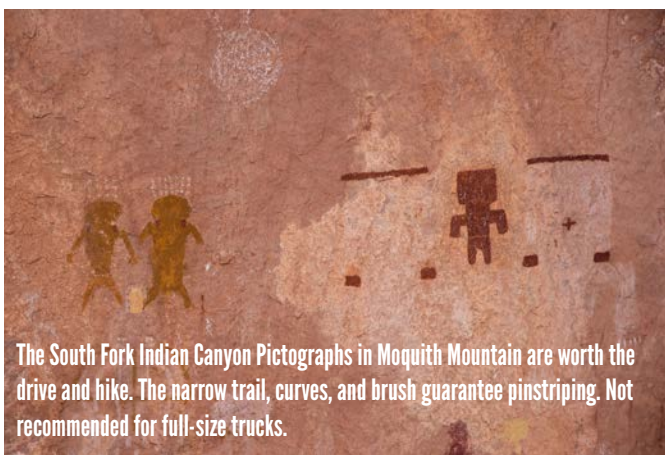




# TACOMA



Here we see the Tacoma in its suburban setting hauling 15 bags of mulch at 30-lbs each. The 450-lbs load isn't noticeable. The airbags have only 5-lbs of air each, so this is the ToyTec add-a-leaf pack keeping the truck level.



The South Fork Indian Canyon Pictographs in Moquith Mountain are worth the drive and hike. The narrow trail, curves, and brush guarantee pinstripping. Not recommended for full-size trucks.



Flexing opportunities on the Moquith Mountain pictograph trails.

quality and expect these to last for many years. I ordered a pair of All-Pro Offroad sway bar end links. At 5.5", these resulted in a better angle for the sway bar, and the added strength from the more solid build means less worry on the trail.

For rear leaf, I went with the Progressive 3 Lead Add-a-Leaf-Pack. This resulted in about a 1-inch higher rear lift than the front. I am fine with this rake since I load the truck down with either a rooftop tent weighing in at 130-lbs, or attach an off-road trailer. When loads are even heavier, I add some air to the Firestone rear airbags. ToyTec Lifts also offers the Daystar Air Bag Cradles, which work nicely with the Firestone airbags.

After installation, I was eager to feel the difference. We headed to the nearest unmaintained dirt road where I hit over 50 mph while my buddy nervously grabbed the oh-crap handle. The new suspension performed exactly how I had hoped: edgeless. Prior to getting the unpaved road, we could tell a difference when we crossed over arched intersections and the truck settled without the harshness to which we were accustomed.

A month after the install, I headed to New Mexico and then onto southern Utah for a week of off-road exploration and landscape photography. The trails that really tested the suspension were both in the Moquith Mountain Wilderness Study Area just outside of Kanab, UT. At the end of each trail is a hiking trail to Native American pictographs. The shorter trail, which took me to the South Fork Indian Canyon Pictographs trailhead, was a 4-mile roundtrip of narrow, curvy, and wavy sand with frequent bumps from have UTV use. The suspension absorbed the bumps and handled the frequent small off-camber hills.

The longer trail was a scenic high-elevation technical trail involving a 17-mile roundtrip. The terrain flexed my suspension in multiple ways. While the Hell Dive Canyon pictographs were not as impressive as the South Fork pictographs, the scenery along the bluff edge drive was spectacular. A half-dozen steep and uneven climbs caused the rear shocks to extend to their max. Only once did I need to engage the rear differential locker, as the tire didn't have enough tread against the rock surface. As expected, the suspension performed superbly on both trails.

With my main objective of softening the driving experience accomplished, I can now embrace the wonderful side effect of sufficient lift for increasing the tire diameter to 33-inch and begin tire shopping. If you read my previous article on this truck build, I said I was done. I lied. I now have longer travel, increased lift, smoother absorption of rugged terrain, level under load, and a front reservoir to meet my off-road driving tendencies.



## ITEMS ORDERED FROM TOYTEC LIFTS:

- Toytec Boss 2.5 Front Aluma Series Remote Reservoir Coilovers (05+Tacoma)
- Toytec Boss 2.5 Aluma Series Rear Shocks (05+Tacoma)
- Solid Axle Degree Shims
- DuroBumps Front Bump Stops
- Toytec Front Differential Drop Kit
- Daystar Air Bag Cradles
- Toytec Driveshaft Carrier Bearing Drop Kit (05 & UP Tacoma)
- Toytec Progressive 3 Leaf Add A Leaf Pack (Pair)
- 7.5" U-Bolt Kit

## ITEMS ORDERED FROM OTHER VENDORS:

- Dirt King Boxed Bushing Upper Control Arms
- Firestone Airbags
- All-Pro Offroad Adjustable Sway Bar End Links **TC**



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# ALPINE EXPRESS

## *Ready for Adventure!*

By Shane Williams

### **OUR 2018 CREWMAX TUNDRA HAS BEEN A WARRIOR BOTH ON PAVEMENT AND DIRT**

during these unprecedented times. We've kept the use of this truck true to her name. It's been everywhere! We've headed to the Mountains of Colorado in both summer and winter, we've hit trails in Moab and even driven down to the water's edge during a Lake Powell trip. This truck has always performed perfectly.

The most useful upgrades that we have recently finished, as usual, have been the ToyTec BOSS 2.0 Aluma suspension and the Kenda Klever A/T tires. We've been able to complete most of the other upgrades we had planned for this rig, however the Rock Sliders have not been added yet (See Last Word for details).





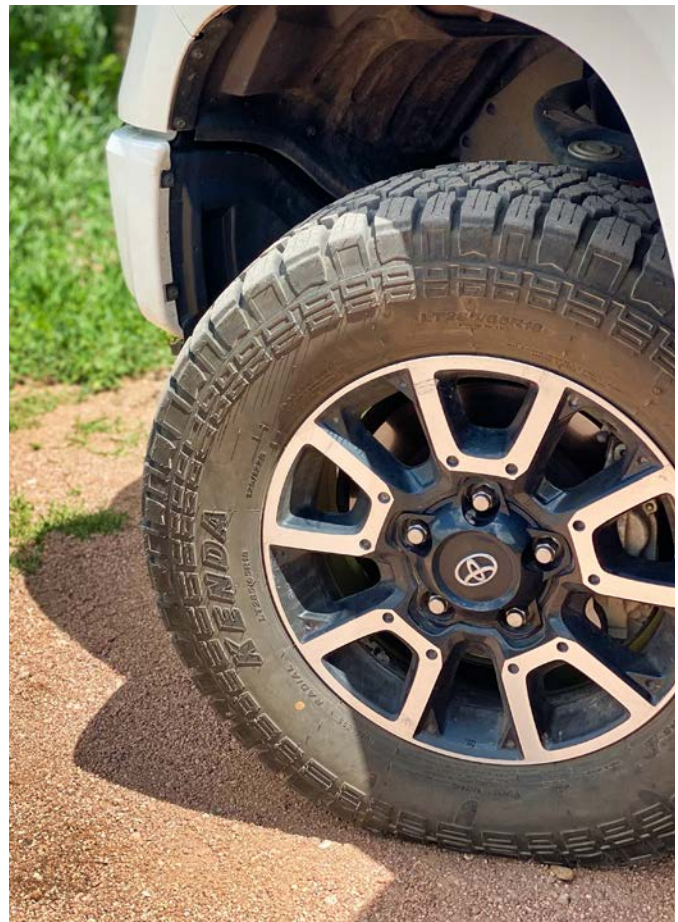


There's no point in burying the lead... once again ToyTec Lifts has done it with their BOSS 2.0 Aluma suspension. You can read about our install day at ToyTec4x4 on the website (<http://tctmag.us/aeinstall>), so for this part I'll cover the performance. In short, the Aluma series coilovers and rear shocks provide excellent daily driver performance on the road and deliver an excellent range of capability on dirt (or snow, or rocks...).

I know there is always a lot of discussion on which suspension to install, and certainly there is not one specific kit that will suit all needs. However, since most of us use our trucks as daily drivers with the occasional off-highway trip, some of the remote res more expensive kits can be overkill. For the weekend warrior, you simply can't beat the ToyTec BOSS Aluma series.

The other major upgrade for AlpineExpress are the five Kenda Klever A/T2 tires. While Daniel Markofsky already gave first impressions from his recent Baja Trip, we wanted to run these on the Tundra to see how they handle towing, hauling, and of course all the snow, ice, rain, and mud that the mountains offer.

We already have over 5,000 miles on this set of five Kenda tires, covering all the type of terrain we love. While these are marketed as an economical tire (and they are easy on the bank account), they perform extremely well. I have not lost grip one time in slippery conditions. Our Tundra will never be considered a rock crawler, but







**OUR TUNDRA WILL NEVER BE CONSIDERED A ROCK CRAWLER, BUT THE TREAD AND COMPOSITION OF THE KLEVER A/T HAVE PLENTY OF STICKING POWER FOR OUR BIKE AND SKI HAULING, DAILY DRIVING, OVERLAND, AND CAMPING NEEDS.**

the tread and composition of the Klever A/T2 have plenty of sticking power for our bike and ski hauling, daily driving, overland, and camping needs.

The other upgrades we've completed are relatively minor compared to the suspension and tires, but really make this full-size truck the perfect platform for our exciting exploration!

Perhaps the most noticeable upgrade looks really cool in the day, but is most useful on night runs. Of course I'm talking about the 4x LightForce lights we just added to the front.

While LED light bars are the most popular option lately, I've always really enjoyed the look of more traditional lights, and LightForce was the first off-road light we installed on the original TRD FJC. This setup consists of two Striker LED driving lights on the outside and two HTX2 Hybrid Driving Lights in the middle. They all sit on an easy to install NFAB bumper bar.

The Striker pair serve as auxiliary lights and can be used in many situations. The draw low current since they're LED, and the throw off plenty of light to help illuminate the sides of roads. For the main high-output throw, I love the HTX2! This setup combines the power of an HID center bulb with the brightness of the LED outer ring to provide over 3,000m of useful light.

This setup came with dual switches so I can run HID, LED, or both. As you can see when all six lights are on, there is plenty of throw to



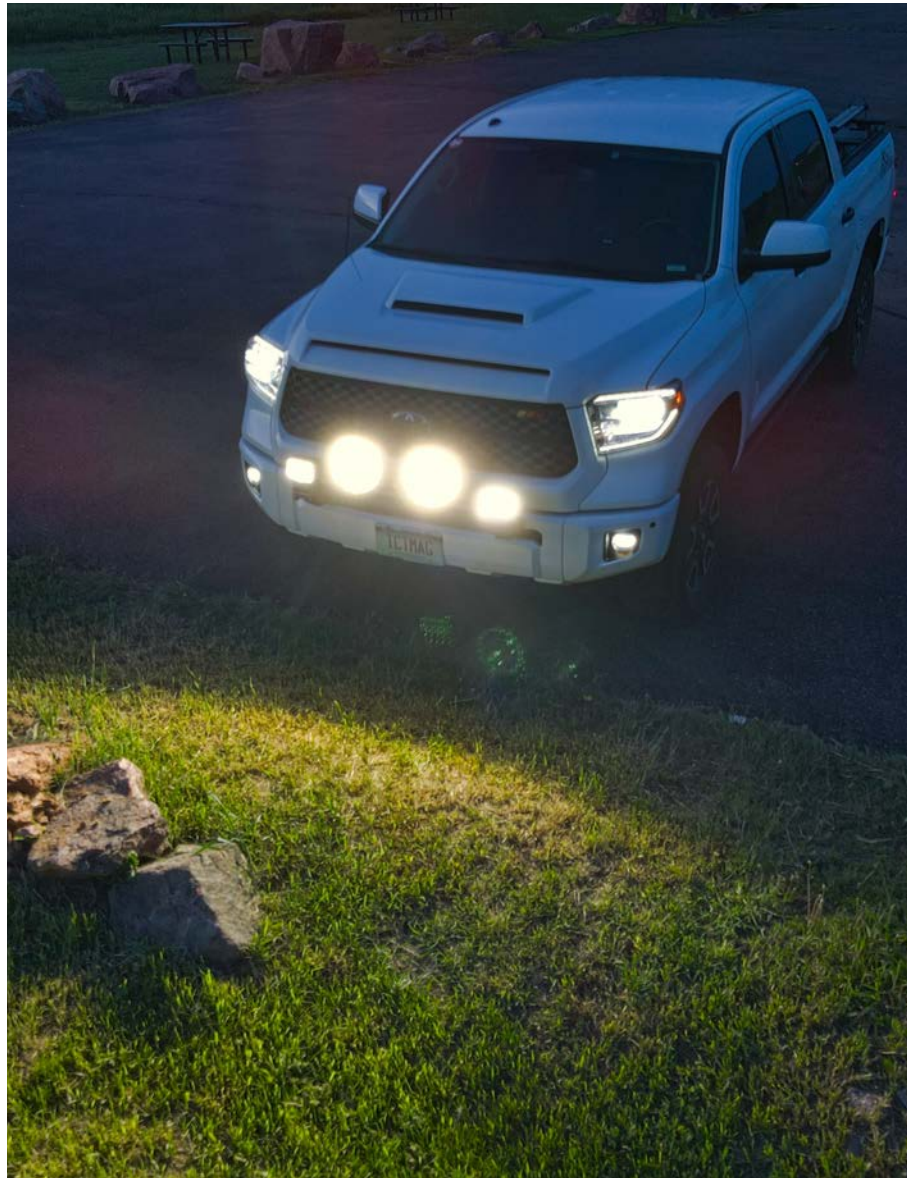


handle any night-exploring situation. The bumper mounted NFAB bar also keeps the lights low for better coverage, and means no glare on the hood. Perfect for the AlpineExpress's mountain adventures.

In mid 2020 we covered the new line of Dometic CFX fridges, and I was finally able to get our 55 mounted in the Tundra. Since many supplies are severely limited, I opted for a DIY fridge slide. It really works well for our needs.

We tested this fridge extensively over the last year, and it always performs as expected. My general workflow is to keep the temp low while traveling (just above freezing), then bump it up to about 40 when parked at camp. Since the Tundra doesn't yet have a dual battery, this helps keep everything nice and cool while ensuring we don't draw too much power when parked. The CFX55 does have a great low voltage warning and cutoff, but it's better to keep things efficient.

The fridge is plugged in to a 12v fused outlet I added to the bed, just behind the Rago Hi-Lift mount. The install process was fairly simple for this quick mod—I just ran 12GA



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wire from the engine bay along the frame and up the wheel well. I left plenty of slack for a little flex, and the built-in dual USB ports are handy for topping off the phone. I also added a voltage readout so we can keep track of the trucks main battery.

As I wrote about in the original *AlpineExpress* article, the RetraxPro XR roll top is a great option for bed coverage + T-Slot accessories. The Yakima Skyline and CoreBar setup is very versatile and supports everything we need. For summer adventures, I install two Kuat Trio bike trays for our Polygon and Marin Mountain bikes. This keeps them high and dry as we travel around the mountains for our favorite downhill action. I love that the crossbars / towers come off with a quick release so I can use the truck bed any time. The versatility of this setup, that's also low-profile, is definitely my preferred way to accessorize the Tundra bed for multi-use.

I may have saved my favorite upgrade for last...even though it's not crucial to camping and adventure, it's used almost every day,





**I LOVE THAT THE CROSSBARS / TOWERS  
COME OFF WITH A QUICK RELEASE SO I CAN  
USE THE TRUCK BED ANY TIME.**

especially in the winter. Of course I'm talking about the remote start setup from 12VSolutions. Very similar to the setup we installed in the GX460, I really like that this remote start keeps the vehicle running when you unlock it and open the door. During colder months, it's so nice to step into a pre-warmed truck, or to have it running as we approach with our luggage after a long trip. I even use it in the summer, so the hot truck is a little cooler by the time we hop in.

You may have seen that Toyota has teased the all new 2022 Tundra. I'm very excited to see what the next generation brings, but the fact is that this combination of drivetrain and body style have proven to be an excellent platform to build a full-size adventure vehicle. With a little time and effort, it's possible to add enough modern comforts to overcome the aging tech stack and customize the 2014+ Toyota Tundra to meet virtually any need. *TCT*









# [FRAMED]

*f/7.1 1/500s 18mm*

Coyote Canyon in Anza  
Borrego Desert State Park in  
San Diego County, CA

**PHOTO BY KEVIN SHAW**











# [FRAMED]

*f/11 1/125s 48mm*

On the Wire Mesa Trail in Utah  
with a distant view of Zion  
National Park.

PHOTO BY CRISTIN WHETTEN

IG: @BADASSBRUNETTE









# [FRAMED]

*f/4 30s 18mm*

Darin's LX470 captured in San Juan NF, Colorado with the Milky Way Galaxy. Photo selected as the National Park Foundation Grand Prize Winner, details on next page.

**PHOTO BY MARK GRUENHAUPT**





# National Park Foundation Grand Prize Photo

**From FRAMED on the previous page**

**D**arin Gruenhaupt is a Rising Sun Four Wheel Drive Club of Colorado member. Darin loaded his brother Mark Gruenhaupt, a pharmacist from Overland Park, KS, into Darin's 2000 LX470. COVID had canceled the 2020 Hundred's in the Hills event, but the brothers were determined to safely Social Distance, so they headed off for their own adventure.

Mark found the photo opportunity of a lifetime the only night of their trip when it did not rain.

## MARK'S PHOTO:

- Grand Prize Winner
- Location: San Juan National Forest, Colorado
- Nikon D750
- 30 second exposure
- F4
- 16-35mm zoom lens
- Post editing of RAW image in Lightroom



## Darin's Truck:

- 2000 LX470
- OME 2" heavy lift by Slee Off Road
- Slee Off Road front bumper
- Dissent Off Road rear bumper
- Slee skid plates
- ARB Lockers
- 4.88 Gears by Nitro
- Tires: 285/65R16
- James Baroud roof top tent

Mark learned of the "Share The Experience" photo contest in September 2020. He sorted through his photos, submitting 19 different photos taken on Federal lands. From the over 13,400 submissions he won the Grand Prize and "The Grand Prize photograph will appear on next year's America the Beautiful Federal Recreation Lands Pass and earns the photographer \$10,000."

<https://www.nationalparks.org/connect/blog/phenomenal-photos-decade-outdoor-adventures>

The results are in! The winners of the 2020 special edition "Best of the Decade" Share the Experience photo contest have been revealed. From the over 13,400 submissions, 11 shots were highlighted and there was one Grand Prize Winner: Mark Gruenhaupt.

The Share the Experience photo contest is the official photo contest of America's national parks and federal recreational lands, Share the Experience invites amateur photographers to submit their favorite views, moments, and experiences through this annual competition.

"The National Park Foundation strives to ensure that all people feel welcome and have opportunities to discover their own personal connections to parks."

This year's grand prize winner captured a mesmerizing photo of the Milky Way just above a camping area at the San Juan National Forest. Encompassing about 1.8 million acres in the southwestern corner of Colorado, San Juan National Forest provides various terrain ranges from high-desert mesas to alpine peaks, with thousands of miles of back roads and hundreds of miles of trails to explore and experience. This was a particularly special opportunity to enjoy the splendor of the San Juan Mountains for photographer Mark Gruenhaupt.

"This photo is special to me because it was an awesome week that my brother and I were able to share, and an opportunity to get out into nature during such a difficult year of being locked inside. It was an amazing night of soaking up the Neowise Comet, the Milky Way and an incredible number of stars on display in the quiet of Colorado's backcountry. My photo was taken in July of 2020, during COVID-19. With so many negative things

associated with that year, I felt like it was appropriate to share something that was beautiful and positive from this time. Photography has the power to draw people to these places so that they can experience them in person and join in caring for and preserving them." *TCT*





# Trip UN-Packing

The best time to pack for your next trip is when get home from your current trip



**I'm going to get radical: How you unpack from this trip is more important than how you pack for the next one.** I call it UN-packing for your next trip.

Arriving home, the last thing on your mind is going through your gear. Your brain is already thinking about tomorrow. You and your gear are covered in dirt, dust, smoke, sunscreen, spiders, caterpillars, and maybe soaking wet. It is compelling turn off the key and hit the couch. Don't. Continue your adventure for another hour. You'll save hours getting ready for the next trip.

Mostly we approach unpacking as a mundane or depressing task. You can transform it into the beginning of your next great adventure. Unpacking as soon as you

get home is the best time and the best time to prepare for the next trip.

Consider how long it takes to pack for a trip. Certainly hours. Perhaps days. Consider how unsettled you get when packing. Trying to think of all the things to do and not forget. You are stressed and juggling a million things while trying to get out the door.

Arriving home you are relaxed, dreaming of the next adventure. (Even if just to avoid facing reality again). You pull into the driveway fresh from the exhilaration of an adventure. You are familiar with your gear, supplies, and condition. Trip un-packing gives you the chance to go over all of your gear at your own pace.



Photo By  
Patrick  
Cowan

Start here: you are already packed for your next trip. You just need to clean a little and re-stock.

Arriving home, most things you need are already in your truck. Right then you know what you used, what never got used, what you have, what you don't, what you want, and what you forgot. A week, two weeks, or six months from now when you're preparing for your next trip there are going to be things you forget. My grandmother taught me that it takes as much energy to remember to do something as to just do it. If you're trying to remember, you still have to do it anyway.

Want more incentive? Think back to that time you got to camp and had a moldy tent. Or you took out your stove and realized you did not refill the cooking fuel. Put your mind at ease that you'll end up in the middle of the woods without a fork. Or toilet paper. Address all those items you realized you needed while on the trip you are returning from.

Trip unpacking extends a trip. When you get home there can be a post trip letdown. You start to remember all the obligations of daily life. I enjoy that little extra bit of garage time at the end. If traveling with the family it gives everybody a little more time to reminisce and integrate memories of the trail. You might even find yourself stashing some hidden trip surprises so that the kids can have fun unpacking.

I follow routines to end well and make sure I'm ready for the next adventure.

When you pull into your driveway, step outside and check your roof rack. Unload as needed. Rooftop tent? Open it up and let it air a while.

First unload clothing and bags that need to go into the house. Put your duffel right next to the washing machine and unload directly into it. Don't move that bag away from washing machine until it's empty. In fact sometimes the bag itself goes in afterwards. Then load the bag directly from the dryer with the dedicated trip items and put it back in the truck.

As the washer fills, I'm back in the garage unloading everything from the truck. Everything. Some of it goes right back in, but I have laid hands on it and made sure it's ready for the next trip. I have a separate daily driver and a garage, so I can keep the truck loaded. If you need to empty your vehicle, keep your gear in ventilated plastic boxes for an easy grab and go.

Unpack all food. Remember that sandwich or cookie you packed away, only to find it months later looking more like a science experiment? How about the time you left something in a cooler put it away on the shelf and came back to find a miniature version of where the wild things are. Yup, you know what I'm talking about. Sometimes I do not unload the fridge/ freezer. I plug it into the 120VAC.



Photo By Roy Swanson

I travel with Dometic or ARB fridge/freezers. The electric refrigerator makes life easier in so many ways. I don't have to remove all the perishables. I leave it running, plugged into 120VAC with some basic items – ice-cream, beer, and condiments – ready for the next adventure. Otherwise, that night, the next morning, or after work I unpack the fridge. Once empty, give it a good wipe down. When clean and empty, prop open or take off the lid entirely. This gives it a good opportunity to dry and ventilate. Unplug the power. That LED light or WiFi can drain your battery after a while.

Each item that has a specific place in the truck, goes back to that place. Items that need some attention go on the workbench. Going through each compartment of the truck – door pockets, glove box, center console – I know that I'm not leaving a sandwich or partially opened snack bar that will make ants and mice happy.

If my tent is wet, it gets set out to dry. If I'm home early enough and the weather is nice, I set up the tent outside. If it's late and wet, unbag the tent and partially



open it in a corner of the garage or slide it under your truck. Then come back the next day and move the truck out and set up your tent in the garage. Even if just let it sit partially open for a day are two to give all the creepy crawlies a chance to crawl away once they have determined that there's nothing good for them to eat.

Store your self inflating air mattress open. Just like the loft of your sleeping bag, you want the foam in the air mattress to expand to its full potential. Most manufacturers call for it to be stored with the valve open. The open valve allows moisture to escape over time. Although we all know you shouldn't inflate the self inflating types by blowing into them because it introduces moisture, even that last puff of air puts a little bit in there. Store them unrolled. I keep mine on edge behind my sofa. Your mattress will self inflate more quickly next time.

With the washer humming away, the tent, sleeping bags, and mattresses prepared for the next go around, I turn my attention to the kitchen.

Go through the cook kit. Make sure pans and utensils are clean. Things that end up in the kitchen for a wash get back into the garage the next day or so.

Restock the silverware and spices. Make a list of what you have to buy. How many times have you've shown up to camp to cook dinner and found that you didn't have cooking oil? Refill your bottles. Know that it's always going to be there for you. I always head out on the trail with a couple of days of dried food. For me that means instant grits, dried potatoes, sardines, and food bars. These keep well for months in the kitchen kit.

If you can't or don't want to leave foods in the truck, designate a plastic storage bin for your garage, closet, or basement. Perhaps make room in your kitchen fridge for a small bag of essentials ready to grab and go. Last time I was camping and my friend's young daughter wanted hot cocoa when we were all having coffee. The five year old cocoa packet in my kit made her morning.



Wipe down coolers and containers. Store coolers and fridges with the lid slightly open so air can circulate otherwise of a very nasty surprise next time you open it.

Put everything in the same place the same time. When I leave for a trip if my gear shelves are empty, I've taken what I need. If you don't have space in a garage, keep your gear in ventilated plastic boxes in a closet or bags for an easy grab and go.

Update your trip packing list and/or checklist. Take a moment to think what you forgot on your last trip. What did you wish you had brought. What did you bring that you really didn't need? Now is the time to update it.

Does anything need to be repaired or replaced? Did you put away the tent with one broken tent pole? Did you use up all your propane bottles? Was your firestarter working properly? Fix and replace those items.

And finally, the truck itself. Fresh in your mind are the things your like to always keep in the truck. For Colorado winters I keep emergency candles and food. It's OK you ate the emergency chocolate, just replace it. I always carry a warm hat, thermals, and gloves in the truck. If I wore them on the trip, load in a new set. Recently unpacking I saw I needed new glides for my drawers. An easy project in the shop.

Go through your tools and spare parts. You put that socket wrench and screwdriver away wet and muddy on



the trail. Clean and dry it. Wipe it down with some WD40 and let it air a out a while. I'll often hang my ratchet strap ratchets over a trash pail and spray the mechanism with WD40. You gave someone the spare brake fluid. Add it to your shopping list.

When cool, check the tire pressure. When you air up at the end of the trail you are filling and measuring a hot tire. Set the cold pressure back where you want it.

Finally, if you did not already spray off the mud and grime on the way home, put it on your calendar. Your rig and gear took good care of you and now you've done the same for it.

The experienced outfitter/overlander/four-wheeler, and yes, car camper, touches each piece of gear with thanks and gratitude for the adventure it has given and promise of adventure to come.

Welcome home. You just spent an hour and saved five by UN-packing for your next trip. *TCT*



Photo by Daniel Markofsky

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# The All New 300 Series Land Cruiser



**T**oyota (Global) finally updated the most historic vehicle in their lineup—for most markets around the world, but not for North America. Alas, even though we will not see the new 300 Series Land Cruiser in the US (perhaps as a new Lexus LX), this is an exciting update that will likely foreshadow many years of new platforms for the brand.

During the official 300 Series Launch, Toyota looked all the way back to 1951 when the original Toyota BJ debuted. The very first LC quickly gained a following for its outstanding performance and capability, especially after it reached the sixth checkpoint on Mount Fuji.

Over the past 70 years more than 300,000 Land Cruisers in 170 countries all over the world. Those that follow our magazine and the overland industry know that the LC is legendary. Even though it's been sold as a luxury vehicle for the last two generations, the globally

minded king of the SUV's has proved its durability and performance thousands of times.

The redesigned 300 series continues as a station wagon (SUV) model, while other variants of the Land Cruiser (i.e. 70 Series) will continue to be available in a variety of configurations.

While the design, platform, and powertrains are all new for the latest generation, this vehicle has been created to maintain the legendary durability, reliability, and off-highway performance that Land Cruisers are famous for. Anyone in the world that uses the new LC will be at ease knowing that this rig will perform as expected.

Toyota adopted a new GA-F platform based on TNGA while keeping the frame structure, which is the foundation that protects the Land Cruiser's essence. They also redesigned the Land Cruiser's character by merging technologies accumulated over many years with the





latest technologies. This has resulted in vehicle weight reduction (by 200kg/440lb), lowering the center of gravity, adopting a new powertrain, and exciting new interior and exterior designs.

To improve the traditional off-road performance even more, these new technologies have also been adopted:

- Improvement in wheel articulation.
- Improved road-holding performance through the adoption of an all-new E-KDSS (Electronic Kinetic Dynamic Suspension System), the first in the world





# LAND CRUISER

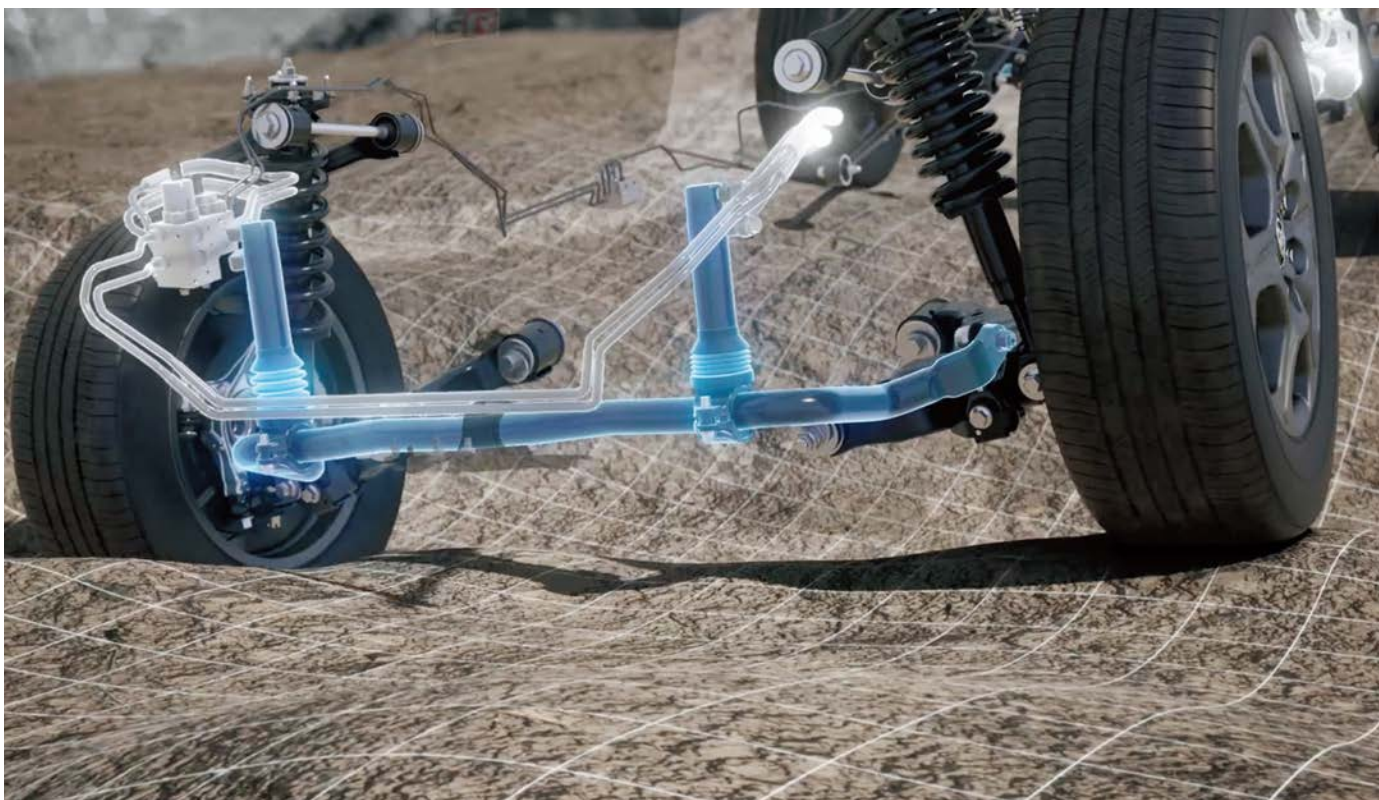


**Toyota adopted a new GA-F platform based on TNGA while keeping the frame structure, which is the foundation that protects the Land Cruiser's essence.**

- Adoption of the Multi-Terrain Monitor, which instantly displays obstacles as viewed from the driver's viewpoint
- Adoption of the Multi Terrain Select, which automatically judges the road surface and selects the best driving mode

For the available powertrain, a newly developed V6 twin-turbo engine (3.5-liter gasoline and 3.3-liter diesel) has been adopted for class-leading driving performance and drivability that surpass those of a conventional V8 engine. (NOTE: The 3.5-liter gas engine is expected to be in the 2022 Tundra, see page NN). Toyota is also aiming to globally reduce CO2 emissions by approximately 10% a year compared with the previous model by combining the newly developed Direct Shift-10AT (10-speed automatic transmission) with lighter body weight.

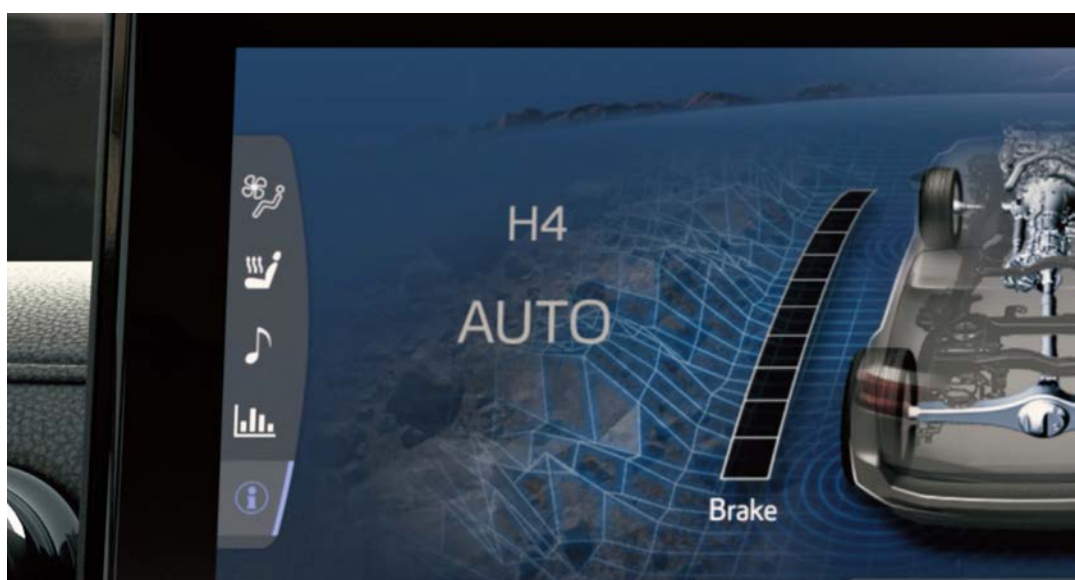




On the exterior, the new Land Cruiser features functional beauty in line with the Land Cruiser's heritage, including light positions and a bumper shape that are unlikely to be damaged during off-road driving. For the interior, a horizontal instrument panel easily captures the vehicle's position even during off-road driving. Additionally, Toyota added even more comfort by positioning switches that can be intuitively operated according to function, and using shape and color designs that improve operability.

The new Land Cruiser has also adopted the latest Toyota Safety Sense active safety package and adds even more advanced functions. Two functions have been added to the pre-collision system that helps avoid a collision or reduce damage by detecting pedestrians (daytime and nighttime) and cyclists (daytime). Also, the new Land Cruiser has adopted

**While the design, platform, and powertrains are all new for the latest generation, this vehicle has been created to maintain the legendary durability, reliability, and off-highway performance that Land Cruisers are famous for.**





# LAND CRUISER



a new Parking Support Brake, which helps prevent accidents by recognizing obstacles in front and back of the vehicle in a parking lot, approaching vehicles when the vehicle is backing, and pedestrians.

The 200 Series Land Cruiser was launched in 2007 and has had a few updates over the years, now that this model will be available worldwide in the second half of 2021, we could not be more excited. We expect to cover many years of amazing adventures with the 300 Series Land Cruiser. *TCT*





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**For Registration and Event info:**

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**Instagram: [official.mardi.krawl](https://www.instagram.com/official.mardi.krawl/)**





# BaseCamp Adventure Trailer

**T**he overland world has exploded in the last couple of years, and most of our readers know that we're big fans of adventure exploring. For our small family, however, traveling hundreds of miles per day and setting up camp in the dark is not our preferred activity.

For us, finding a great place to hang out for a few days, and exploring the surrounding area is the best way to enjoy our outdoor time. That's why we jumped on the opportunity to invest in a small off-road capable trailer with a nice large family sized tent for our camping fun!

Our new-to-us awesome camping (maybe overland?) trailer started life as a 1966 Swiss Military Trailer, basically an old M100. While it had plenty of use before we

grabbed it, it is as solid as can be.

The stock wheels and tires and stock leaf springs and shocks mean that we don't have to worry about carnage on the trail as long as we keep her maintained. We added larger fenders for future wheel/tires upgrades, as well as a receiver hitch to haul bikes or anything else we need.

We bought the trailer earlier this year from a local single man, who took meticulous care of the trailer for the five years he owned it. He also added a (no longer available) Free Spirit Recreation BaseCamp tent, which really is the centerpiece.

This tent sets up quickly into a nice large footprint with a full+ size mattress over the trailer. The floor area is large



enough to accommodate two adult-sized cots along with a small ladder and other items. It also includes a large awning/additional room that will double the covered floor space, but we haven't decided to set that up just yet.

While we've only had a few nights in this tent so far, it's clearly a winner for exploring in the great outdoors. Our Propex based tent heater even kept us warm down in the low 30s during a recent mountain trip. I also love that the tent has double doors and a total of five windows for plenty of ventilation in the warmer months.

The previous owner also installed two rear leveling/support jack mounts, which means this little trailer can be setup perfectly level and stable in just a couple of minutes. The stabilizers also support the rear of the trailer when rolling the slide all the way out. Since the tent is permanently installed to the trailer (there is no lid), the interior is accessed via a heavy duty 800lb slide out platform. This thing is solid!

The slide perfectly handles all of the necessary gear for a great outdoor adventure:







- The Kitchen Box
- A five-gallon water cube (for a total of 10gal on the trailer fully loaded)
- Four camp chairs
- Foldable grilling/camp table
- Camp Cots to increase sleeping capacity to five total
- Toilet privacy shelter and camp toilet
- Just enough room for a soft bag with sleeping bags as well as a dry food box

## THE KITCHEN BOX

This setup was a DIY build kit that came with everything needed for a perfect kitchen box. While it's a little on the heavy side, it's quite durable, stands tall enough for easy cooking, and features adjustable legs.

We can store more than enough gear in the box for multiple days in the woods. While our current stove is just a small single burner, there's plenty of room for a larger dual burner such as the Camp Chef Explorer Stainless Series.

We also have Sea To Summit pots, bowls, and





cups in a zippered pouch.

The GSI Outdoors deluxe camp utensil set keeps our cooking tools organized and handy.

We keep all of our LED camp lights in a repurposed Red Ox bag.

Our Kelty "kitchen sink" is over 10 years old but still works perfectly.

And, of course, our camp kitchen would not be complete without the AeroPress kit for perfect campsite coffee.

The few major upgrades we've added to the trailer since we've had it are meant to increase both the utility and capacity. The larger fenders can eventually be extended for additional size storage, but for now will accommodate taller tires when it's time to upgrade. The rear receiver hitch is a must for our family, since we haul at least two bikes on every adventure. Finally, the tongue box up front holds the ArkPak 12v battery setup as well







as a first aid kit and a couple of small hand tools.

As you can see, the entire setup packs down into a very manageable size. It fits perfectly either in a garage or under a deck, which is where ours usually lives.

The entire basecamp trailer, fully loaded with water, weighs in at just a tad over 1300lb. That is a great weight for just about any Toyota adventure vehicle. Our AlpineExpress Tundra barely notices the weight even at highway speeds.

Between this publication, and at [OffRoadTrailerInfo.com](http://OffRoadTrailerInfo.com), we've been covering different types of campers and RVs for over 10 years. What is great about the market today is there is a good fit for every type of adventurer. Whether you're a "journey-is-the-destination" type, a "basecamp" type, or an "RV-with-cable-hookup" type, you can certainly find a great towable to get you out exploring.

For our family, a highly capable yet comfortable old-school tent trailer is a perfect fit. *TCT*









# Rimrocker Trail

Traversing the “Goods” of the Southwest



The meadows of the LaSal Mountains.

**“Where are you headed?” The cowboy wondered.**

“Colorado.” I replied.

“Ahhhh, okay. But, you are in Utah. Do you know the way?” My family and I decided not to travel the typical route to the mountainous state of Colorado. We opted to travel through the La Sal Mountains of Utah on unpaved forest roads. This route is made for cowboys and cowgirls. Once only accessible by horse, today it is accessible for Land Cruisers or any other Toyota 4x4.

The Rimrocker Trail includes 160 miles of National Forest and Bureau of Land Management roads connecting the deserts of Utah to the high country of Colorado. The trail traverses some of the most picturesque beauty in the lower 48. Drive it in either direction, and you will stop often to stare at beauty. Better yet, explore on foot the old mines of the past and contemplate the sheer will of the people trying to strike it

rich. We drove the route from west to east.

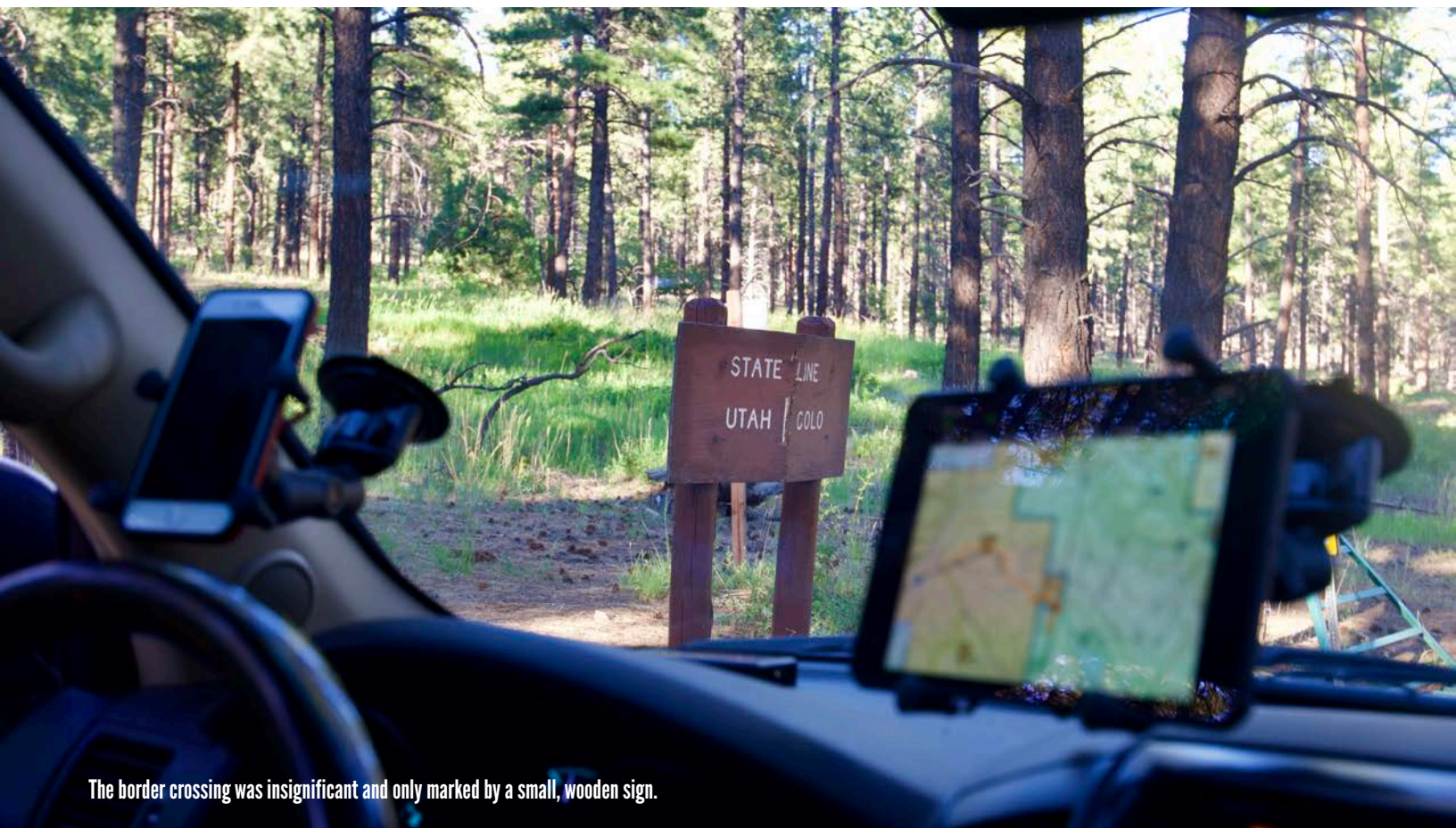
The weather was toasty as we topped off our fuel in downtown Moab. Summer tourists strolled Main Street while window shopping. We headed for the La Sal Mountains, just on the eastern side of Moab. Elevation was our friend! My Toyota Land Cruiser 200 climbed steadily as I dropped into third gear. We pulled over to air down. The decreased tire pressure allowed us to cruise at a comfortable speed. We passed from the red rock of Canyon Country into the beauty of aspen and pine trees. As the elevation increased, the outside temperature decreased. The dirt road was wide shouldered by picturesque, monstrous old-growth trees.

“Keep your eyes out for the sign.” I cautioned my wife, Louise.

“Do you think it will be marked?” asked Louise.

“There!” My daughter, Lilly, exclaimed while pointing—





The border crossing was insignificant and only marked by a small, wooden sign.



Dispersed camping is prime along the Rimrocker.

happy that she had spotted the state sign first. We eased across the Utah/Colorado border without too much hassle. A small, wooden sign marked the border. No welcome sign. No visitor center. Just the way we like it.

We found a nice, dispersed campsite on the shore of Buckeye Reservoir. The cool, alpine air refreshed us, and I even put on a long-sleeved shirt to take the edge off. We quickly set camp, and Louise prepared a stellar dinner of tacos. We opted not to have a fire but rather to get a longer night's rest for tomorrow's activities.

I woke just after sunrise and ground some coffee for my French press. Next, I inflated the standup paddleboards for a morning paddle. Louise and Lilly stirred and awoke. We ate a light breakfast before placing the paddleboards into the



# OVERLAND

glassy smooth waters and paddled paddling out. The water was so calm that Louise and I were able to sip our coffees while on the water. Lilly, being a kid, wondered what she was doing on a lake so early in the morning. She questioned her parents' decision but soon realized the reason—peacefulness. The large reservoir was “ours” as we paddled and observed with our eyes and ears. The birds chirped as to signal the start of a glorious day. We three decided to jump off our boards to wash up. The water chilled us for a moment but refreshed us—a ideal way to start the day.

After packing, we followed the Rimrocker Trail eastward. It was easy to follow because of the numerous lime-green signs along the way. Within 10 miles or so, we started to drop back into a high desert environment. Sagebrush and juniper trees replaced the aspen and pine trees of the higher elevation. Even though the flora changed, the Rimrocker Trail remained well-marked and easy to follow. The trail dove in and around slickrock domes and features. It appeared we had been transported into the desert of Utah.

In my opinion, the major advantage to this is that there are many ins and outs to this trail. The adventurer can exit and enter numerous ways during the 160 miles. We observed an exit for us, which was Highway 141, but we bypassed it. The trail was relatively smooth. We made a quick stop to eat lunch and to watch the Delores River flowing. We had only passed a few vehicles the entire day, so we had the trail to ourselves. The trail continued to traverse the cliffs high above the lush, green river valley.

“Dad, we’re on blacktop?” Lilly questioned. I stopped and double checked my Gaia map. Sure enough, we were back on tarmac for a few miles. The town of Naturita,



Louise and Lilly paddling the still waters of Buckeye Reservoir.



The landscape changing from alpine to high desert.



The green markers along the Rim Rocker Trail, help the traveler stay on course.





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# OVERLAND

Colorado, offered a few supplies, but we were fully stocked, so we continued. The road quickly gained altitude, and soon enough we spotted the San Juan Mountains to our south. We found ourselves surrounded again by aspen and pine trees and chilled by cooler temperatures. My altimeter read just over nine thousand feet. We focused on finding a campsite. There were plenty available, and we decided on a nice site in the meadows surrounded by the aspen trees.

Lilly started the fire while I setup the tent and Louise prepared dinner. We operated like a well-oiled machine. A few bugs tried to join us, but the fire smoke kept them at bay. The stars twinkled high overhead as embers briefly lit the night sky. The cool, mountain air resulted in an excellent night's rest.

The following morning dawned crisp and cool. Louise and I sipped coffee while Lilly slept a little longer. We packed and continued eastward. My Land Cruiser 200 kicked up a dusty rooster tail as we descended toward Montrose, Colorado. Meadows and mountains appeared all around, inviting exploration. The trail twisted and turned before eventually reaching a large parking

lot and the end of the Rimrocker Trail. I aired up my tires, and we proceeded to the town of Montrose. In Montrose, we fueled up and resupplied before heading further into the Rockies.

The Rimrocker Trail will not test your Toyota four-wheel drive. Look elsewhere if that is your goal. The Rimrocker Trail is meant to be savored and enjoyed. Could you drive it in a day? Yes, but why? The trail traverses some of the best scenery in the southwest. There are quicker ways to travel to and from Utah and Colorado but if you have time, may I suggest the Rimrocker Trail. Glad we did! *TR*

## TRAVEL TIPS

- Bring an extra five gallons of gas.
- Pack for varied environments. Desert temperatures could be in the 80s, while mountain temperatures could be in the 50s.
- Best time to travel is the summer when roads are dry.
- GAIA Maps was a very useful resource.
- Cell phone signal was inconsistent.







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# Overland Industry Consolidation

**I**t all started when Thule acquired Tepui tents back in 2018. Ok, it may have started before then, but that's the first major overland brand that I recall being acquired by an incumbent.

We've been covering Toyota based adventure for over 14 years, almost as long as Overland Journal has been around. When we started, Expedition Portal it was a relatively small forum, and Facebook groups weren't really a thing. In the early years, 'overland' brands were also not a thing. There were importers of Australian and South African goods that met the need for the small niche overland market. Heck, Expedition Overland didn't publish their first series until

2011. Needless to say, times have changed.

In the last two years, as the overland industry has continued to expand, we've started to see more major brands get into the market. Thule + Tepui was one of the first, followed soon after by Yakima + Roadshower, along with many new Yakima products aimed at the overland market. The global pandemic that began in 2020 added quite a bit of fuel to the overland fire, so much so that many previously empty areas in the west are now being closed to dispersed camping, mostly due to uneducated people disrespecting the land. That's another story.

In the months since our last issue, however, the



industry consolidation has picked up pace. It's not just 'overland' brands either. For example, DPI Off Road acquired one of our favorites, Nitro Gear, just a couple of months ago. How this impacts the amazing products and services that Nitro has traditionally provided remains to be seen, but it's certainly a noteworthy development.

But wait, there's more!

Two of the most popular brands in overland accessories have also recently been acquired. The most recent is Rhino Rack, the Australian based company that we've covered in the past. They were acquired by Clarus Corporation just a couple of weeks ago. Clarus is based in Salt Lake City, UT and has been an outdoor equipment manufacturer for years, most notably Black Diamond.

If you've read our magazine, traveled in an RV, or been around the outdoor world for any length of time, you've heard of Dometic. The Swedish company operates worldwide and is probably the number one supplier of quality equipment to the RV, camping, and now overland markets. They just acquired South African based Front Runner. From the coverage it seems like Dometic is trying to increase their dealer network and footprint as much as they are adding new gear to their offering.

Finally, and most recently, Warn Industries—the famous manufacturer of winches and various other off-road items, has decided to enter the suspension game with their acquisition of Fabtech. Fabtech has suspension upgrades for virtually every type of 4WD vehicle. It's clear that Warn is ready to increase their footprint in the industry.

So what will all this consolidation mean to consumers going forward? When an industry begins to mature to the point where smaller firms are acquired fairly regularly, it's usually a signal that things will become easier. Larger companies are able to keep prices low by buying in bulk and through manufacturing efficiencies. Of course, this could all come at a cost—the attention to detail you've come to know with small companies may get lost in the shuffle as they're absorbed, especially when the founders of those companies eventually move on to other endeavors.

It's clear that the 'overland' market is coming into its prime, and I only hope that this consolidation comes with more positive effects than negative. **TCT**

## Thule Group acquires leading North American Roof Top Tent company



**DOMETIC ACQUIRES FRONT RUNNER VEHICLE OUTFITTERS**

## Clarus to Buy Australia's Rhino-Rack for \$198 Million >CLAR

Published: June 1, 2021 at 10:54 a.m. ET





# A World of Low Supply



## I really hope this doesn't last long....

Another one of the unanticipated effects of the global pandemic seems to be lingering longer than many of the others: the supply chain disruption.

In the past six months we've been involved in several projects that have not been able to really get off the ground. It seems like everything from steel to wood to microchips are in low (or no) supply. While this shortage is hitting large industries pretty hard (new home prices are skyrocketing, and good luck buying a new vehicle), it's also having a pretty large impact on smaller industries. Especially smaller firms that rely on Just in Time manufacturing.

Pretty much all of our partners and vendors are suffering from way too many backorders. We recently

started a GX-460 project with a neighbor, and he waited almost two months for a suspension, mostly due to the delay in shipping items into the US from Canada.

Other manufacturers cannot get enough steel or aluminum to create the products we love. Even when they do have enough raw materials, many are having a hard time finding qualified employees to help keep up with demand. This doesn't even take in to account the border closings, which either halt or delay shipments for weeks.

All of this is happening while the Overland & Outdoor industries are seeing amazing growth. So many more people trying to build great exploring machines are just causing more strain on the system. The result of low-supply and high-demand? Higher prices and longer wait times.





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# THE LAST WORD



Even large manufacturers like our friends at Yakima Racks are having a hard time keeping up with demand. Last year we waited over six months for a basic hitch-mounted bike rack.

As I said, I really hope that this doesn't last long. With new vehicles (finally) coming out from Toyota soon (see Tundra '22 on page 8), the demand for new rigs and great accessories for them will not slow down any time soon.

Maybe things will be better by the end of the year, maybe. *TGT*

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**Lead Times**

Returns & Exchanges

Install Guides

Affirm Financing

Paytomorrow Financing

Missing Items

Promotions

Shipping Policy

Privacy

Military

Dealers

Ambassadors

All lead times are estimates and rely on various factors. We are currently experiencing higher-than-usual lead times as many companies are within our industry.

We are actively improving our processes, increasing teams, and growing our resources to decrease these times as quickly as we can.

If you have questions about your lead times, please check the estimated lead time and compare it to your order date. If you have additional questions, please reach out to our team via email. Thank you again for your continued support and patience.

**BUMPERS**

Steel Front Bumpers | 4 Months

Aluminum Front Bumpers | 5 Months

Rear Bumpers | 4 Months

Covert Bumpers | 10 Weeks

**RACKS & BARS**

Bed Racks | 7+ Weeks

Bed Bars | 3 Weeks

Prinsu Roof Racks | 2+ Weeks

**ROCK SLIDERS**

DOM Rock Sliders | 12+ Weeks

Rock Sliders | 10+ Weeks

**SKID PLATES**

Skid Plates | 3+ Weeks

**ACCESSORIES**

Ditch Light Brackets | 2 Weeks

CBI Accessories | 2+ Weeks

Prinsu Accessories | 2 Weeks

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## F.A.Q. – Most Common Questions

**When will I receive my shocks? How can I track my order?**

When you place your order online through this web site, a sales representative will receive your order and process it. The representative will also contact you to confirm your order and inform you of the estimated time for arrival (ETA). He will also provide you a tracking number once your order has shipped. This entire process usually takes between 10 weeks from the moment you confirm your order to delivery at your doorstep. This time can vary depending on the configuration of your shocks and is always the same whether you order directly from us online, via phone or at our head office.

**I bought your shocks through my local dealer / online or on eBay. Can you tell me when will I receive my shocks?**

**I bought some used Elka shocks. Can you tell me what specs they are built for?**

**Why does it take so long to get my shocks?**

**I have a special one-off project, can you build me shocks for it?**

**Can I re-use my Elka shocks on a different vehicle than the one they were originally built for?**





# UNSTOPPABLE BIG 6

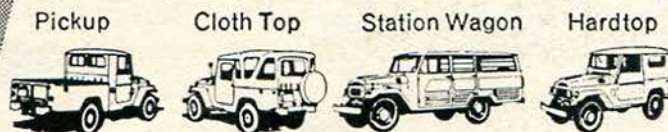


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# ***YOUR RIGS***

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