

TOYOTA

CRUISERS & TRUCKS

ADVENTURE. INSPIRATION. EXPLORATION.



LC 200 ADVENTURE . . .

Good fortune results in an amazing Land Cruiser that has traveled the country!

EVENTS ARE BACK!

Overland Expo, Cruise Moab, MOORE, and Lonestar Jamboree do not disappoint!

300K+ SEQUOIA

Dragans well adventured first gen has plenty left to see...

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Modern EV exploring vehicles (Rivian, Hummer, et. al.) inspired Jimmy to build his own Electric Adventure vehicle - using an 80 Series Land Cruiser.

Are you interested in more Electric & Hybrid vehicle coverage? Fill out our short survey to be notified when EV Adventure is published!

<http://tctmag.us/evaform>

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DRAGONS 300K SEQUOIA

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PHOTO BY
Chris Thomsen

tctmagazine.net

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[FRAMED]

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FROM THE PUBLISHER

Another year is half over, I certainly hope you've had plenty of fun & adventure to start off your 2022!

This issue of our amazing magazine is very special for a few reasons - I think we have more

Land Cruisers than ever, so that's a very nice treat.

Also, in case you missed it on the cover, **EVENTS ARE BACK!**

Even though the FJ Summit has been discontinued (but stay tuned for what may pop up in Ouray in '23), others are going on as planned. Cruise Moab, in particular, was special for our crew this year. They were able to see the all new 2023 Sequoia navigate tough obstacles and still drive perfectly well back to Michigan. Overland Expo WEST, MOORE, and the Lonestar Jamboree were all great in 2022 as well =)

Lastly, we get a glimpse at a well adventured First Gen Sequoia. Dragan's truck has over 302,000 miles and while it's certainly no show queen, it can still handle any trip he chooses to take it on.

So much to see in our 60th regularly published issue. Take a look at our Last Word for this issue for a pretty big announcement relating to future issues of TCT Magazine.

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

Shane

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NEW & NOTEWORTHY

By TCT Staff



MOUNTAIN HATCH TAILGATE PANEL

THE MOUNTAIN HATCH REPLACES YOUR TOYOTA'S OEM TAILGATE PANEL to give you a much flatter surface. Now your tailgate can serve as table whether tailgating, camping or if just want to set that hot cocoa down. This product is a heavy-duty FDA approved 1/2 inch hdpe with UV inhibitors and also serves as a tailgate protector. Like a cutting board, it is food safe. Just remove your Toyota's factory screws, remove OEM panel and replace with "THE Mountain Hatch" panel which you hand tighten only. The Mountain Hatch is made right here in the USA.

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 WWW.MOUNTAINHATCH.ORG/

EXPED WIDGET

I WAS INITIALLY INDIFFERENT TO THE EXPED WIDGET. About the size of a Rubik's cube, it is an air pump, light, and battery. I already have all three. Meh.

Half a year later it's a favorite piece of kit and used on every trip. As a pump, and a light, and a battery.

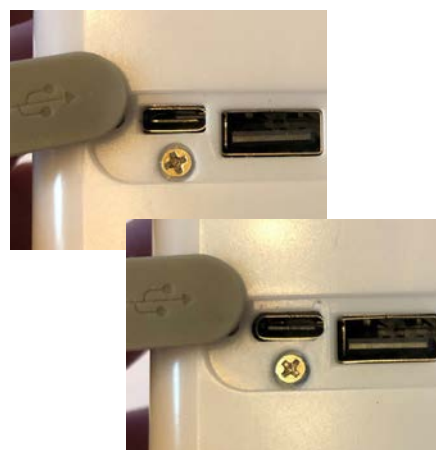
The widget rapidly inflates the Exped Mega Mat. Many mattresses have a similar port. A couple of small clear plastic tubes help connect to various size inflation ports. It's a tiny fan that moves a lot of air. Its rated at 10 CFM.

You can use the light and fan at the same time. Great for setting up camp at night! Eight LEDs in a translucent case have three levels of brightness. A folding handle allows you to hang the Widget as a lantern. A thoughtful groove in the middle of the handle keeps the lantern hanging evenly.

The 3600 mAh auxiliary battery/powerbank can also top off your phone while you sleep.

The only thing that Exped Widget needed improving was the shape of the opening to the USB-C charging port. The square plastic opening prevented the charging cable from smoothly attaching. I removed the screw just below the charging port, then the handle. Then I was able to easily slide the cover off and round out the side of the port with my Dremel.

It's a useful widget.



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80 Series Electric Vehicle Conversion



I decided on converting a 4x4 vehicle to electric power instead of a smaller vehicle, like a sportscar, because I was inspired by the new wave of EV trucks like the Hummer and Rivian. These new vehicles have departed from their rugged utilitarian roots. I wanted a classic, so I chose to convert a Land Cruiser.

A Land Cruiser was more attractive than a smaller 4x4 for good reasons. It has a solid front axle, coil springs, and a great chassis. It has a large payload capacity. Batteries are heavy, and it's not uncommon to see EV conversions that quickly balloon way past the vehicle's GVWR making for a sketchy, if not unsafe, ride. By using

a Land Cruiser I avoid that problem, and can add as many batteries as I want.

I purchased a 1996 Land Cruiser with over 325,000 miles on it. It had been used as a construction or handy-man vehicle and was filthy. Over the next months I cleaned and fixed little things while thinking about the EV conversion. I decided early on to use a salvaged Nissan LEAF EV for parts. My reasoning was simple: they are affordable and have all the main components needed for an EV to function. Components like the electric motor, inverter, charger, 12-volt converter, and most importantly a large lithium battery. I purchased a wrecked Nissan

LEAF from an insurance auction and started taking it apart. I wasn't sure how exactly I was going to make it all work yet. I called over some friends and we pulled the engine out of the Land Cruiser. I removed the fuel tank, fuel lines, filler neck, exhaust, radiator, and AC. There was no going back.

As the Cruiser came to life, my goal was to debut it at Cruise Moab 2022, the 25th anniversary of the event. I knew I could do it, but it was going to be a lot of work.

I was especially worried about safety. I made it a point to repair, service, upgrade, or otherwise get all the base systems like suspension, brakes, and steering up to snuff for Moab. For the EV conversion, the brakes would be boosted by an electric pump pulling a constant vacuum on the OEM brake booster. The power steering would be powered by an electric pump on the OEM lines and box.

I rebuilt the front axle and fixed a broken birfield joint. I installed an auto locker in the rear diff. I installed a 2" OME suspension lift. A set of tubular bumpers and a Warn winch finishes it off as a standard 80-series build. From the outside it looks like any other 80-series build Land Cruiser. Those with keen eyes will spot the Gamiviti roof rack is loaded with solar panels, and two charge ports in the front grill.

I had a little bit of time to test it around my neighborhood streets, but Moab was the first time the EV Cruiser was going to be put through it's paces. The plan was to do the trail Wipe Out Hill lead by Tim of Gamiviti. This trail is rated a 5. Enough challenges for any Land Cruiser but not likely stop the EV Cruiser or worry about breaking. The plan was to trailer out early, start with a full battery, and not delay the group.

As I was airing down, I saw the group coming towards me. I got butterflies in my stomach as I knew it was time to test my creation for real. I was airing down my final tire as Tim slowly rolled by in his FJ40 and shouted, "still airing down?" "Last tire," I replied. He rolled on through onto the trail followed by the group. All Toyotas, mostly Land Cruisers. There were 40s, a 45, 60s, 80s, 200s, and 4Runners. One thing for certain, my Cruiser was the only Electric Vehicle on the trail that day!

I jumped in EV Cruiser with my wife, Jasmin, and we got going. Behind us our buddy Josh



Perry Loughbridge 2022

LAND CRUISER



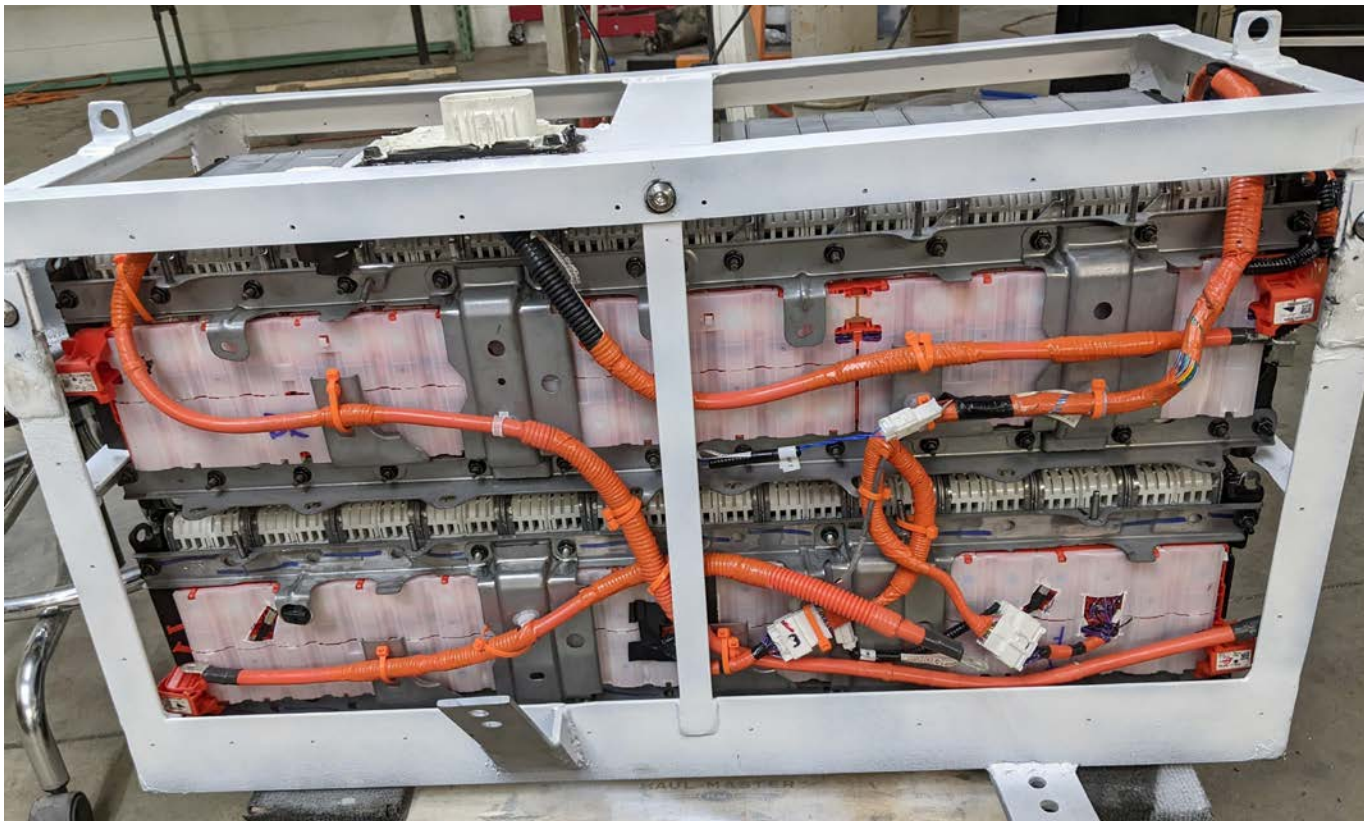
in his 1997 80-series was our support vehicle. Josh had been involved with the conversion since day one. Behind him was tailgunner, Marco. Both were waiting on me as the main group disappeared into the desert. "Crap," I thought, I didn't want to play catch-up.

The truck was immediately in its element. The suspension was right. The tires were excellent. Power and gearing were perfect. We were actually doing it! Cruising down the sandy track the truck was smooth. The GPS speedometer showed us going 30. We could hear some noise from the suspension, and some noise from the transfer case, but the truck was very quiet.

After a few minutes we saw the group ahead. I was relieved and started to relax. The group was slowing at our first climb. As we slowed to a stop in utter silence, my wife and I looked at each other and broke out laughing at the silence. I shifted the OEM transfer case into low-range and started climbing a steep sandy incline. We could hear the gears load up and whine as the load increased. As the truck crested the hill we picked up speed and a vibration came with it. I shifted back to high-range and we continued on. Even though the EM57 electric motor from the Nissan LEAF only produces 80kw, or approximately 100 horsepower, it turned out to be an excellent match for this trail driving. On the sandy roads the truck could easily accelerate to 40 MPH or more and start up steep climbs from a complete stop.

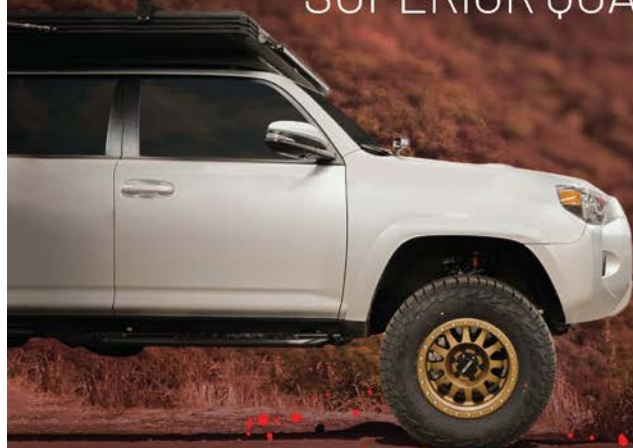
Watching other Cruisers climbing up slickrock ledges I shifted again into low-range and started to creep ahead. The low speed control of the EV was amazing. It crawls along while the driver uses just one foot. I found out climbing the rock ledges with a lot of wheel-spin that it is harder to judge the amount of movement that right foot needs on the throttle. Normally, you hear the engine load up the torque converter and you have a decent idea of how much torque is being produced; if there's a lot of load or not. With the electric motor there is none of that noise. Just your foot position and if you are moving or not. A couple of times I gave more throttle than needed and spun the tires unnecessarily. The tires spun up fast, with a puff of white smoke.

We stopped for a hike and later on for lunch. We took in the red cliffs, buttes, and dunes.



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LAND CRUISER



As the day went on I worried less about range, battery percentage, and mechanical breakage, and started enjoying my EV conversion as a Land Cruiser. I had my fridge with cold soft drinks and food. My dog had plenty of room. I had my tools and gear. It was comfortable and spacious. We got back on the trail and I moved to the front of the pack. Tim wanted me to have a clean shot at the obstacles coming up. Also everyone wanted to see the EV Land Cruiser perform.

I pulled up to an obstacle with three main lines. I watched the FJ45 do the hard line, so I pulled up behind him. I was skeptical that my truck could make it up. It was a rocky set of ledges with loose dirt and big holes. I picked my line and started up. At first, the front tires were spinning. Then the rear fell in a hole. I rolled back by lifting off the throttle, re-adjusted, and rolled into the throttle a little more. More wheelspin but it wasn't climbing. Tim gave me some spotting. I used a little more throttle to bump the rear over a rock and the truck drove right up!

The only obstacle left was the namesake Wipe Out Hill, a very steep set of descents down a slickrock face. I was looking forward to this particular obstacle as a

great test of the regenerative braking ("regen") that is a built-in feature of modern EVs. Regen takes the rotation of the motor and produces electrical power while slowing the vehicle down. It has a similar feeling to the driver as engine braking. The EV Land Cruiser has three levels of regen. I set regen to maximum and lifted my feet off the pedals. It was an eerie feeling as the Cruiser's nose pointed down steeper and steeper. Once or twice I touched the brake to keep the body movement to a minimum, but I was absolutely shocked at how smooth, steady, and controlled the regen kept the vehicle while descending the steep rock face. At some point during the descent, I actually gave throttle to keep the vehicle moving at a constant speed. Talk about one pedal driving!

That was the last obstacle of the day. The rest of the trail was a beautiful scenic drive through the Moab desert. The Cruiser made it to the end of the trail with 45% battery remaining after having started with 90% and the total distance covered was 12 miles. This makes the maximum offroad range somewhere around 30 miles.

I learned some big lessons and built a vehicle that is a



lot of fun to drive. Whether cruising around the town or out on the trails the EV Land Cruiser is so much fun to drive. It can rock crawl with the best of them and blast through the desert sand. My electric Land Cruiser is the first 100% electric vehicle to take part in Cruise Moab. I am excited to drive it on more trails around the country and improve it bit by bit.

I started a company, EVSwap, dedicated to converting classic cars and trucks from gasoline to 100% electric power. For more information, please visit www.evswapconversions.com or contact me, Jimmy Underhill, at Jimmy@EVSwapConversions.com. TGT

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- Optima Yellow Top aux battery
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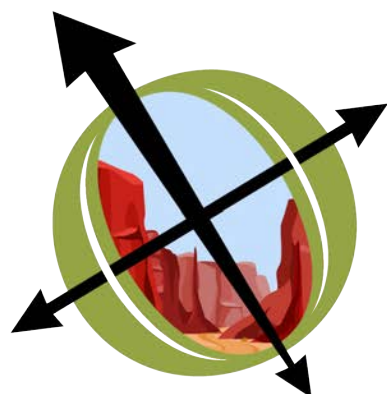
- Old Man Emu Medium 2" Lift
- Old Man Emu steering stabilizer
- Stainless steel braided brake lines
- GM Brake Vacuum pump
- Volvo Power Steering pump
- NWF Blackbox Doubler 2.7:1

STORAGE AND INTERIOR:

- Gamiviti Roof Rack with 400 Watt Solar Array
- Tuffy Center console
- Pioneer double din stereo
- EcoFlow Delta Pro 3.6 KWH Solar Battery

WHEELS AND TIRES:

- 295/70/17 (33x11.5) Nitto Ridge Grapplers
- 17x8.5 SCS Stealth 6 wheels



OVERLAND[®] EXPO WEST 2022

Overland Expo WEST 2022 was another awesome event for Toyota Enthusiasts! While enjoying all the latest & greatest gear, classes, and stories of adventure, Mercedes was able to find a few really cool Toyota builds around the grounds.



LAND CRUISER, THE ORIGINAL SUV

It's no surprise that there are several great LC examples at the show. It has been the number 1 choice for camping & overland enthusiasts for decades!

This troopy, imported from Australia, was found in the camping area.





A gorgeous 40 Series was spotted onsite.



Another Troopy with the tent popped.

EVENTS



The most popular LC at this event? Another well-appointed Troop!



The Infamous Maltec Land Cruiser, custom conversions are available: <https://www.maltec.org/toyota/>



And a nice 60 Series Land Cruiser sporting a GCF Tent.



THE 4RUNNER SUVS

This First Gen 4Runner with the top removed looks like it's ready for the tough trails.

EVENTS



ARB Showed off their 5th Gen 4Runner with all the goodies.



This silver 4Runner must be heading to the mountains after the event! That bumper is gorgeous.



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EVENTS

THE TACOMA TRUCKS

Tacoma continues to be a top choice for modern overland builds. Although it's been six years since the 3rd Gen Taco has been released, it's clearly very popular in the space.



Expedition Essentials has produced some great upgrades for the Taco, and has clearly spent plenty of time dialing in their truck.



This TRD Pro with well appointed upgrades was spotted in the camping area.



Warn brought a TRD Sport to show off in their booth.



The Baja Rack TRD Off Road was spotted...what would you throw up on the cab rack?

EVENTS



Expedition Overland's latest Tacoma Build 'ATIGUN'. The 2021 model is fitted with a PCOR tray system that turns it in to the "ultimate production headquarters", according to Clay Croft, founder of XO.

What's not to love about a retro-themed first gen Tacoma? The bed rack looks ready for a RTT too!



THE HILUX TRUCK

Kenda Tires showed off this tricked out Hilux setup for Rescue & Recovery.



THE TUNDRA

While we anxiously await all of the amazing Hybrid Tundra builds that are certainly coming soon, this 2nd Gen Tundra Mercedes found in the camping area is setup for a long weekend.



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[FRAMED]

f/5.6 1/40s 70mm

Jambo night run.

PHOTO BY PHIL JONES



[FRAMED]

f/2.8 1/730s 4mm

200 Series in the PNW
Properties

PHOTO BY CHRIS THOMSEN





[FRAMED]

f/1.8 1/250s 85mm

Dual 3rd Gens @ Cruise Moab

PHOTO BY KAYLA HOLLIDAY



Randy from Fruita Original owner 1965 FJ40 photo by
Andy Jordan at Cruise Moab 2022



25th Annual Cruise Moab

We arrived Wednesday afternoon at the 25th annual Cruise Moab HQ dusty from three days on the Kokopelli Trail. Greeting us were a few hundred clean and shiny people and clean and shiny Toyota trucks.

THE HISTORY OF CRUISE MOAB

(from <https://www.cruisemoab.com/the-history-of-cruise-moab/>)

The first TLCA "Unofficial Moab Get Together" Event was held on April 29 to May 5, 1996. Al Roth "Candle Stick" a member of the Toyota Land Cruiser Association (TLCA) and the Gold Coast Cruisers of Oxnard, California came up with the idea of having Toyota owners get together

and 4-wheel in Moab. He printed the idea in the Nov/Dec 1995 issue of Toyota Trails. He got a large response from cruiser heads wanting to do it. Al printed some "UNOFFICIAL MOAB GET TOGETHER" t-shirts and headed out to Moab in his FJ40 on April 27, 1996. Al was also transporting "LC" the Armadillo on its cross county journey. "LC" was the TLCA mascot, which started his journey on the East Coast, and was being carried from one TLCA Chapter to the next by way of Land Cruisers and Mini Trucks until it reached the West Coast.

About 36 Cruisers and Mini Trucks showed up at the Slick Rock Campground. Al had never been there and didn't know any of the trails. As it turned out Dave Brown



Daniel Chase Powell's Mega Cruiser at Vendor Night
photo by Daniel Markofsky Cruise Moab 2022

"Red Fox" another TLCA member just happened to be staying at Slick Rock Campground wheeling with some friends. Dave's group had been wheeling in Moab for several years and knew the area pretty well. Dave "Red Fox" and his friends led Al and the "Unofficial Cruise Moab" group on the trails through Canyon Lands. It was so much fun for everyone that they wanted it to become an annual event. Kevin Ehrlick from the Rising Sun Club of Denver, Colorado volunteered to have Rising Sun host the event the following year.

Several participants at the 25th annual Cruise Moab, a Toyota Land Cruiser Association ("TLCA") sanctioned event of the Rising Sun Four Wheel Drive Club of Colorado, were there at the 1996 start. Clubs,



Outlaws Bar - Matt Ralston, Matt Farr, Perry Loughridge, Martin Huber
photo by Daniel Markofsky at Cruise Moab 2022

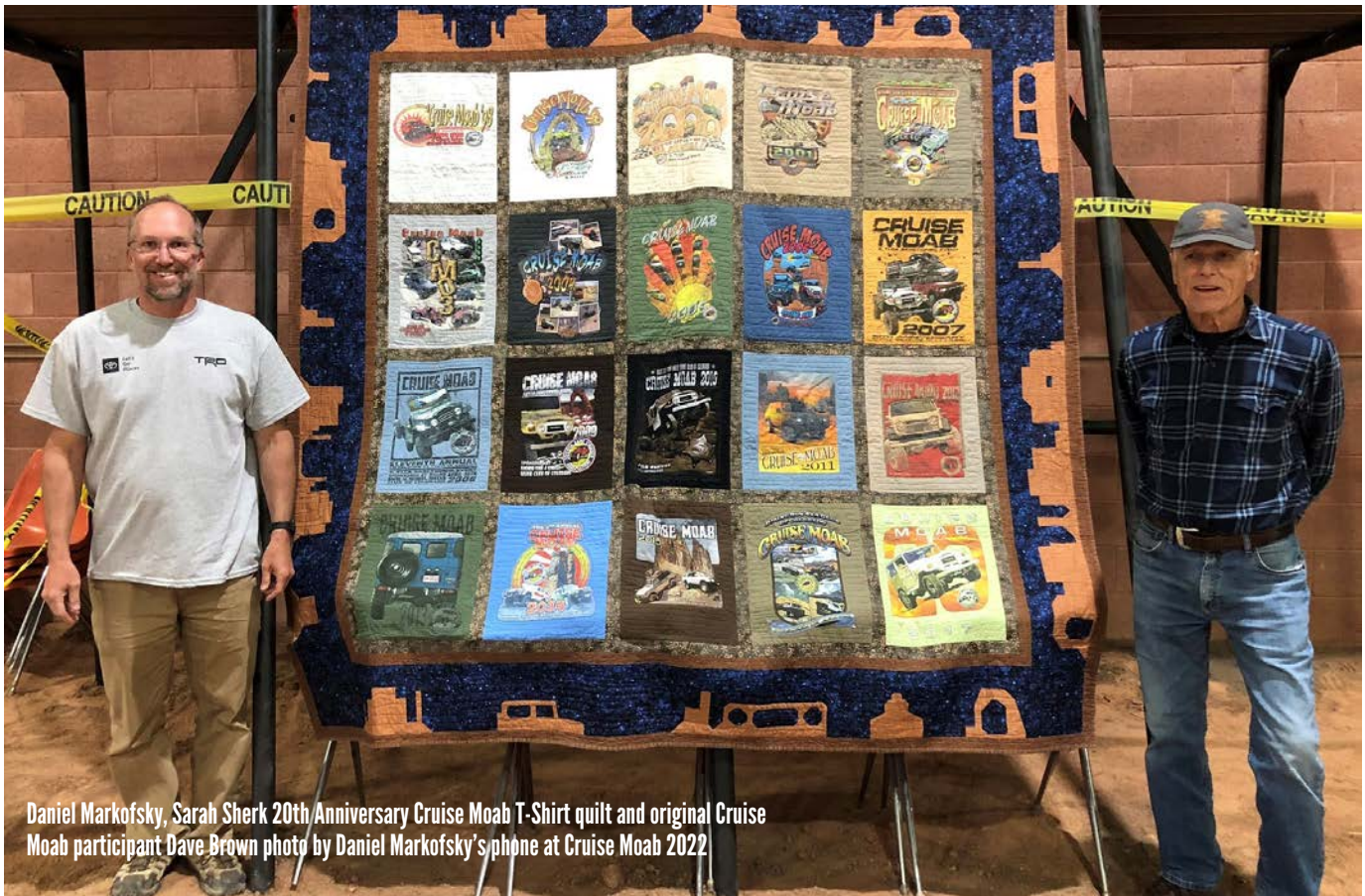
EVENTS



Cruise Moab 2022 Raffle Dinner photo by Daniel Markofsky



Daine Olinger on The Waterfall on Gold Bar Rim Photo by Dom Boucher and Brandi Stillabower at Cruise Moab 2022



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Mountains | Beaches | Boating




Where will you explore next?

EVENTS



Tim Nakari and Neil Quigly spotting on Wipe Out Hill
photo by Perry Loughridge at Cruise Moab 2022

Perry Loughridge 2022



Rising Sun Commander Andy Lewien on Flatiron Mesa photo by
Dom Boucher and Brandi Stillabower at Cruise Moab 2022

associations, and Cruise Moabs are about community. Life is more fun with good people, and these are among the best.

Cruise Moab is Rising Sun's signature event. We get to see old friends from distant places, reinforce bonds, and make new ones. We get to see the expressions of awe, fear, excitement, and accomplishment on newcomers who arrive uncertain and leave confident with new vision. Even sitting here at a keyboard my heart rate increases thinking back on the hundreds of amazing experiences related to Cruise Moab.

Like any event, Cruise Moab begins months, nearly a year, before anyone drives a trail. There is a hardworking and dedicated Cruise Moab Committee. This year's Cruise



Daniel Markofsky's 1993 FZJ80 and 2023 pre-production Toyota Sequoia photo by Daniel Markofsky during Cruise Moab 2022

Moab Chairperson Matt Farr has been on the Committee sixteen (16) years. Many Committee members have been on for similar numbers of years. Others join Rising Sun and hop right onto the Committee after hearing how they are likely to have the best experience of their life. Wasatch Cruisers is the TLCA Chapter in the Salt Lake area and a close partner in making Cruise Moab happen.

This year Committee member Ray Romero reached out to Toyota and after much hard work, phone calls, and Zoom meetings we were honored to host 25 Toyota engineers as our guests. The privilege for us was to talk shop with the people who create the machines we love. The privilege for them was to see how their creations transform lives.

Outside of Cruise Moab but the same week, Ray and I got to guide the Toyota crew with the pre-production 2023 Sequoia Hybrid, and 2022 Tundra Pro Hybrid, and 2021 Tacoma Pro. That was awesome.

Our Vendor Night and Raffle Dinner were amazing. Everyone wanted more time to see all the great supporting vendors and old friends.

A highlight for me was taking a picture with longtime Rising Sun member and former TLCA President Dave Brown in front of the 20th Anniversary Cruise Moab quilt made by Sarah Sherk, owner of Stickers the 80.

We had a super-successful Ladies-Run. The number of woman owned, built, and driven rigs is yet another inspiration to CM participants.

We had two Mega Cruisers and the only known electric

conversion 80 (see the "EV Cruiser" article in this issue).

No article can come even close to capturing Cruise Moab so we hope you can attend one year. I am grateful to have had so many amazing experiences through Rising Sun, Cruise Moab, and the vehicles created by Toyota. *167*



Sarah Sherk driving Stickers on Gold Bar Rim photo by Dom Boucher and Brandi Stillabower at Cruise Moab 2022

Dragans 300K 1st Gen Sequoia



2003 Toyota Sequoia SR5 4WD Premium

A well adventured truck that's nearly 20 Years old is still ready to explore!

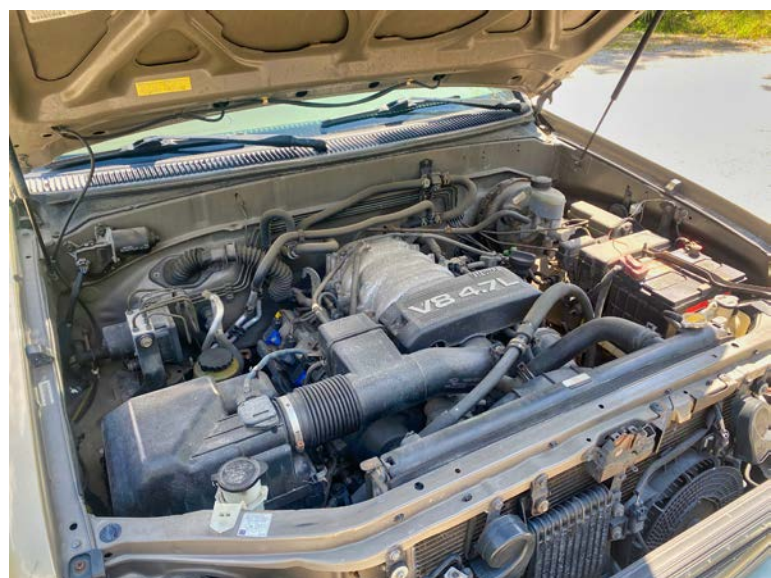
I wish I can say I bought the truck brand new, but I am proud to say I did buy it from the original owner; a pastor from Virginia who bought the truck brand new in 2003. Jose had the undercarriage coating put on from the factory, which has lasted the entire life of the truck to this point. He moved down to south Florida in 2006 where he made countless trips up to Disney with his young, growing family. Too big to fit in his garage, the Sequoia spent every blazing summer sitting outside, but not a single sunspot can be found except that the rear window did not work after a while; and of course the rear hatch

latch ceased operation along the way too.

Fast forward to July 2016; my 1st born was due mid-September, and we had already decided to move up to IL to be around family and have a better support system. At the time, we were driving a 2000 Toyota Rav4 with 214k on the clock. Being so satisfied with the quality and dependability of the Rav, I knew I wanted a 4Runner so we had a bit more space and 4WD. Going back up to the Chicago winters, I had to have 4WD as well as some towing capacity. Needless to say, it wasn't easy locating a 4Runner in my price range but I found this over-sized behemoth of a Toyota called the Sequoia. It was priced well for having 238k on the clock, so I went to see it.



SEQUOIA





It definitely needed some love: tires, timing belt, head gaskets, brakes, and door locks for starters. However, I negotiated Jose down to \$4000 cash and took it straight to my mechanic where I traded a 200 Nissan Altima for all the mechanical work needed to drive safely up to IL towing a 6 x 12 trailer. We had our baby girl, and a week later, we moved to IL—we got there safe and sound thanks to our new to us Sequoia.

One October day, I walked out to our driveway and discovered our rear window totally open! How can that be, it hasn't worked for years, how did it just go down? Well, it turns out the cold is good for something because it apparently was hot melted shut for all that time and just needed some 40-degree weather to loosen it! Ever since that moment, my rear window has worked perfectly!

So now instead of blazing hot sun all summer, the Sequoia sat outside in the driveway during polar vortex's, temps below -40F. Not once did it fail to turn over in the morning; not one time. Sure, it didn't like



SEQUOIA



it, there was screeching from the serpentine belt, the radiator fan, and other moving parts but I found you just need to get going and get that oil circulating and the ole' 4.7 just forged on.

After that winter, I had originally planned to sell her, but I asked myself what for? She did everything right so far, so we'll give her another year. After several years I started bragging about my 280k mile Toyota. I joined the Toyota Sequoia club on Facebook and realized that I had made one of the smartest purchases for a vehicle a person can make! The love affair began and finally in January 2022, after moving back to Florida, I had full confidence in her to make one last trip up to IL to empty out a storage unit and tow a 6 x 12 trailer cross country one last time.



60 hours, 2400 miles, 6,000lbs on the hitch, no issues whatsoever. Unbelievable. And to boot—the 300,000 mile threshold was surpassed.

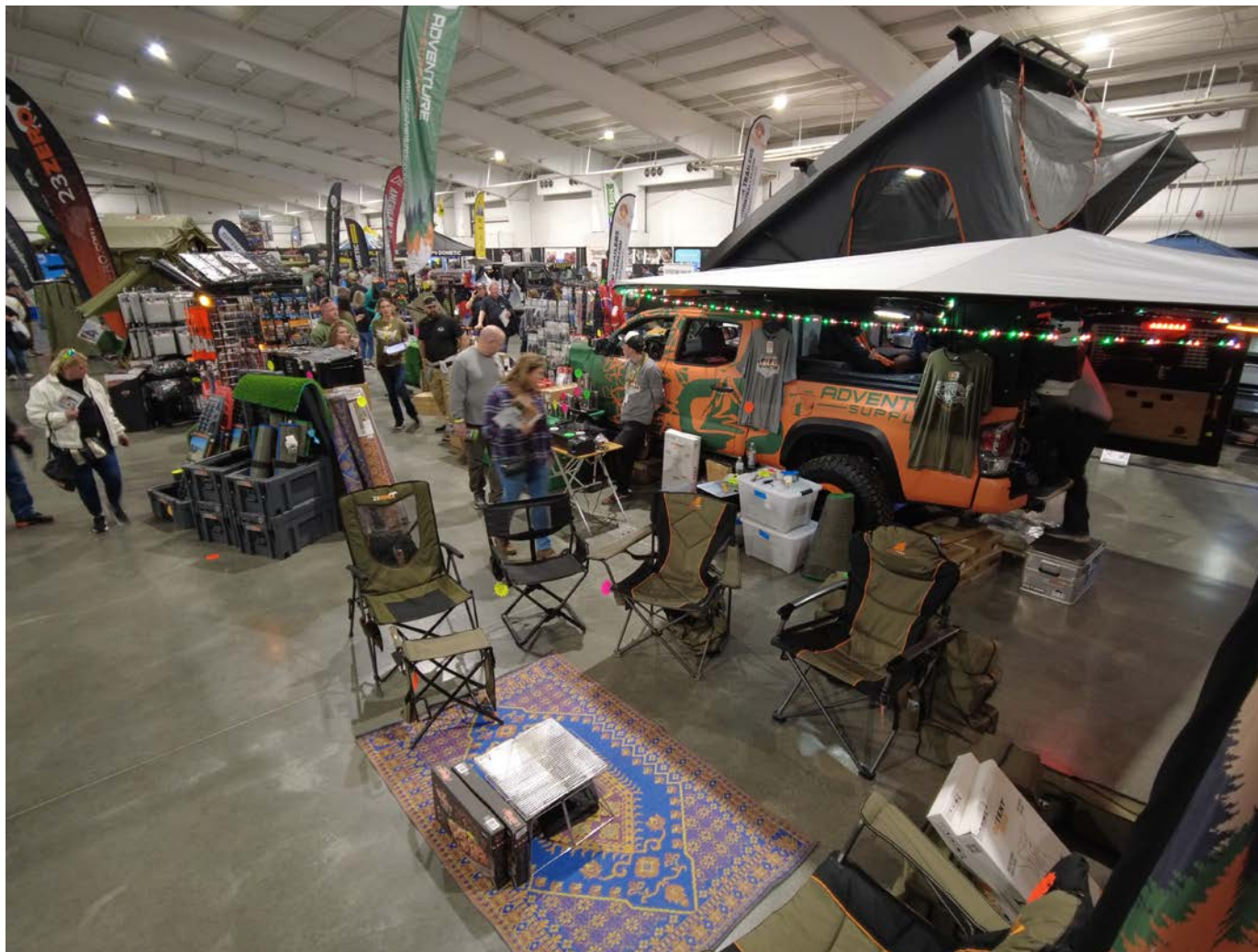
Now that we're back in FL, I plan to use the Sequoia for trips to the beach and to explore all over. I will have her until some bitter end likely a long time from now. I also have to thank my truck for giving me transportation without a car payment after all these years. Because of that, I saved enough to buy our dream home in Florida!

I've never had issues with the truck, but I have been very keen on the maintenance. I found that having a mechanic that appreciates Toyota's engineering and quality helps when you need things fixed that you didn't know you needed fixed. *TCT*

Below is a list of work done over the last six years:

- Shocks / Struts
- Calipers and Brake lines
- Lower Ball Joints
- Timing Belt, Water Pump
- Valve Cover Gaskets
- Front Door Locks
- Rear Main Seal
- Oil Changes Every 5k – Penzoil High Mileage 5w-30
- Rear diff fluid
- Transmission Fluid change every 30k miles





Midwest Overlanding and Off-Road Expo

The city of Springfield is in the scenic Ozarks region of southwest Missouri and serves as a gateway to outdoorsy recreation extending into Arkansas. Surrounded by lakes, rivers, and hilly forests, the city is where O'Reilly Automotive and Bass Pro were both started, and where the famous Springfield Cashew Chicken dish was invented by David Leong. People drive from other states to feast on this Asian delicacy.

Head to the downtown square and you'll find metal markers designating where Wild Bill Hickok and Davis Tutt had their notorious quick-draw duel in 1865. Both managed to get their shots off simultaneously, but Tutt missed. Hickok didn't.

The Ozark Empire Fairgrounds are home to the annual Fair, massive hotrod nationals festival, and now the Midwest Overlanding and Off-Road Expo (MOORE).

Head to the downtown square and you'll find metal markers designating where Wild Bill Hickok and Davis Tutt had their notorious quick-draw duel in 1865.

Deemed as "The Midwest's #1 Adventure Travel Consumer Show," this show took place April 8-10 and featured numerous classes, storyteller sessions, and an overland rally. Camping was held at Southern Missouri Off-road Ranch (SMORR) approximately 43 miles away.

The first MOORE event was held February 2020 with 53 vendors spread across 34,000 sq ft, and 3,200 attendees. Growth more than doubled in 2022 with 7,800 attendees visiting 157 vendors taking up 177,000 sq ft.

Chris Holloway began planning MOORE in the Fall of 2018. Despite residing in the Kansas City area, he chose Springfield to drive awareness to the area and support regional trail systems.

What motivated Holloway to make this Expo a reality? "To grow the overland community in the flyover states. There seemed to be a strong consumer presence without a retailer presence in the Midwest," said Holloway. "The popular East and West Overland Expos occur during school season and are not easily accessible to Midwesterners."

Camping at SMORR was quite popular with all 250 camping spots completely sold out. Holloway is already working on a camping overflow solution for 2023 by expanding usage of the fairgrounds to include camping.

The SMORR-2-MOORE Rally was



EVENTS



sponsored by Midland Radio. The adventure involved 2 scenic routes through Mark Twain National Forest as rigs traveled from SMORR to the Expo. The participants were equipped with printouts of step-by-step instructions from Rally Navigator software, thus allowing participants to go at their own pace. Clues and trivia questions were included. Participants documented trail notes and answers to the trivia questions, then turned in their rally homework, which was graded and prizes were awarded. Every participant received a SMORR-2-MOORE shirt with a gift bag.

A unique aspect to this event involved Storytellers. Content creators were invited to tell stories that inspire others to pursue overland expeditions. People wanting to share their stories were allowed to apply for the role of Storyteller. The creatives who participated loved it, and the audience exhibited a positive response. ¹⁰⁷

MOORE 2023 dates are April 14-16. Visit the MOORE website for details: <https://mooreexpo.com/>





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200 Series Build: A Story of Continued Good Fortune

I consider myself particularly lucky to have owned this 200 series Toyota Land Cruiser from new, and it has been really enjoyable to see the vehicle evolve over the last six or seven years. When I purchased the Land Cruiser, it was late 2015, and the refreshed 2016 LC had already hit dealer lots. As a result I was able to negotiate an amazing deal on this “less desirable” older model. Were it not for that fortunate timing, I may have never owned a 200 Series LC.

For the first few years, I commuted to the office daily and generally enjoyed the vehicle’s reliability, comfort,

and all-weather capability. During this time, I spent evenings fiendishly researching how best to outfit the 200 series for extended overland travel –hoping one day that I would have an opportunity to pursue this lifelong interest. In 2020, as COVID disrupted the world order and my normal routine, I was no longer heading into the office and I started to modify the Land Cruiser. Despite a global pandemic, I had gotten lucky again it seemed.

The next bit of good fortune arrived when I met the founders of Roko Vehicles, a vehicle outfitter group based just outside of Boston, MA. They were

instrumental in helping to advise, and then build, a vehicle that met all of my needs. The project began with OEM steel wheels, AT tires, SLEE skids and sliders, as well as a Prinsu roof rack. I was invited to join them and a few other modified 200 series LC owners up in Vermont for a weekend of camping and offroading. I was instantly hooked, but I knew that if I was going to be able to keep up I would need to add some additional capability.

With increased flexibility at the office, and the ability to work from literally anywhere, I connected with the Roko team again to prepare for my first ever cross-country trip. My priorities were to maintain the Land Cruiser's inherent reliability while adding some more offroad functionality to explore more distant areas while traveling solo. To facilitate truly remote work, the vehicle needed the electrical infrastructure to power a laptop, a portable

monitor and mobile hotspots driven off of the cell booster. I also knew I would have to remain organized and carry all the fuel, water, and food that I would need along the way.

For this phase of the build I added OME BP51s with SPC UCAs, larger 33 inch KO2 tires, ARB drawers and fridge, a dual battery setup with Redarc charger, hidden inverter, and a host of accessories for recovery and self sufficiency. About a week after this work was complete I set out on what would become an 11k mile round trip adventure, starting in Boston and driving across the United States and back. In those five weeks I experienced whiteout blizzards, treacherous mountain passes, red rock deserts, vast sand dunes, muddy rainforests and no matter what I encountered my Land Cruiser, as prepared by Roko, always kept going. I never suffered a single issue with anything.



LAND CRUISER



When I returned from my cross-country trip at the end of March in 2021 I was interested in improving my camp setup. In the past I would pitch a ground tent, or I would sleep on an Exped in the back of the Land Cruiser, but I knew it was time to take it to the next level. I will be the first to admit that rooftop tents seemed ludicrous, expensive, and bulky. Dynamically, there is no worse place to add a few hundred pounds than the roof. Yet as I continued my research I found that, with the appropriate modifications, I could camp more frequently, in more comfort, and with less stress. Did my fuel consumption suffer? Yes. Am I significantly more restricted now in terms of using parking garages? Yes. Is it a trade-off that I would make again? Absolutely.

The hypothesis turned out to be true, and I would venture to say that I have camped more nights in the last 12 months than I had in total in the five years prior. The Alucab 3.1 tent is the perfect size for two, it is extremely durable in its construction, and has never let me down. As with most of the additions that I have made to the Land Cruiser, it was expensive, but I genuinely believe it is unique in its quality and post-sales support —two things I consider to be of paramount importance when you plan to genuinely use gear in the wild.

I camped all summer, rain or shine, and prioritized being outside with my friends and family. Rather unexpectedly, the next bit of luck came when I was taken off the waitlist for the Land Cruiser Destination Club ("LCDC") event which was being hosted in Ouray, CO. I drove west again, covering another 2,000 miles one-way to attend this Land Cruiser-centric gathering. It was there, in the majestic San Juan mountains, that I really got to experience just how capable these vehicles are. I





LAND CRUISER

connected with Land Cruiser owners from all across the United States, and spent time getting to know the fine folks at Slee Offroad. I knew when I saw their rear bumper that I wanted to add it to the build, but supply chain shortages, and lack of availability resulted in several complexities. Eventually I agreed to return to Colorado in early 2022 to have the rear bumper installed at their shop Golden. I took this as opportunity for a second cross-country trip and planned stops in Colorado, Wyoming, Montana, Oregon, and California.

In March, 2022, I embarked on my most recent roadtrip, spending a few weeks in Colorado while the work was completed at Slee, before heading north for

Grand Teton, Yellowstone, and Glacier National Parks in Wyoming and Montana. It was another lifechanging experience, one that I genuinely believe was enhanced by my Land Cruiser –there are so few cars I would want to cover that sort of mileage in, particularly with the extremes of weather along the way. After these National Parks, I continued west, reaching the coast in southern Oregon, before heading south into the prolific redwoods of Northern California. By complete coincidence, and as a continuation of my lucky streak, my company had organized an offsite event in the area, so I was able to connect with colleagues, while still camping in my Alucab tent. It was perhaps the perfect ending to another





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LAND CRUISER



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As I write this I am back in Boston. I will be returning to Slee to pick up the Land Cruiser in the next few weeks, and I have to decide where I will explore next. Should I head for Southern California? Or the coast in the Carolinas? Or perhaps it is time to finally put the finishing touches on a trip to Baja or Alaska? Regardless of the destination I am confident I will get there (AND get home) when I am driving my Land Cruiser. I believe that is the true joy of owning a vehicle like this.

Cheers to more adventures, near and far. *167*



VEHICLE DETAILS

2015 Toyota Land Cruiser

MODIFICATIONS:

SUSPENSION, DRIVETRAIN, WHEELS & TIRES

- OME BP-51 Suspension
- OME 2723 Rear Springs
- SPC Upper Control Arms
- Nitrogear 4.88 regear (REM polished)
- ARB Air Lockers (F/R)
- Safari Snorkel
- Toyota OEM Tundra Steel Wheels
- BFG KO2 275/70/18

ARMOR & RECOVERY

- ARB Deluxe Front Bumper
- ComeUp 12.5 w/ Flatlink E
- SLEE Rear Bumper w/jerry can basket
- SLEE rock sliders & skid plates

INTERIOR & ELECTRICAL

- ARB Drawers, one stationary and one roll-top
- ARB 50QT fridge w/ ARB canvas bag

- Alucab fridge slide
- SLEE primary battery tray with oversized Odyssey starter battery
- SLEE second battery tray with ODP-AGM35
- Redarc BCDC 1240D
- SLEE air compressor tray with ARB Dual Compressor
- National Luna 18+12 Clear/Red cargo lights (2)
- Weboost cell booster
- Xantrex hidden 806-1210 Inverter
- Blue Sea outlets and fuse box

EXTERIOR & LIGHTING

- All exterior trim paint matched to OEM Toyota Black
- Full exterior XPEL paint protection film and ceramic coating
- Prinsu full length roof rack
- Baja Designs LP9 Pro (Amber)
- Baja Designs Squadron-R SAE fog lights (Amber)
- Alucab 3.1 RTT
- Alucab Shadow Awning





2022 Lone Star Toyota Jamboree

The 16th annual Lone Star Toyota Jamboree set a new attendance record with 670 trucks and over 1,200 people roaming Barnwell Mountain in Gilmer, TX. The event was held Thursday through Sunday, April 28 – May 1.

The well-organized event allowed participants to sign up for guided runs, instructional classes, and compete in the various competitions. With over \$72,000 in prizes, raffle ticket sales station always had a line of customers. Another popular activity was the Vendor Meet-n-Greet event, which was dedicated to making sure the vendors had maximum visibility.



The competition events take place on Saturday afternoon and draw quite an audience:

Lone Star Rock Crawl – objective is to see how fast drivers can travel over the long row of boulders.

Blind Man's Bluff Competition – the driver is equipped with a blindfold and forced to trust their passenger for driving instructions.

Mike Lemery Stampede – time trial over a curvy and off-camber track with opportunities to go airborne. This year the event was named in memory of the late Mike Lemery, a Toyota employee and an avid Jambo attendee. Sadly, Mike lost his battle to a disease at the end of 2021.

Jason Demello of Demello Off-road provided engaging entertainment as he performed the role of Stampede commentator and music deejay. This year, the track had more switchbacks than previous years and challenged the drivers' skills with some off-camber tight turns. The final competitor discovered a rooftop tent atop an

80-Series worked against him during his aggressive run.

Barnwell Mountain Recreation Area is a 1,200-acre off-road park located in the Piney Woods of East Texas just outside of the town of Gilmer, which is 3 hours east of Dallas. Each year, the Jambo team secures the park exclusively for this event. Each trail has a sign and diamond rating. Plenty of dispersed camping and RV slots are available, as well as lodging in Gilmer.

Night off-roading concludes at 10:00pm for the safety of attendees and to reduce disturbances for people who reside near the park. Guided trail runs are offered for different skill levels and truck builds, including stock vehicles. This is a great way for people who are new to the sport to learn the capabilities of their Toyota. **TCT**

This is the largest Toyota off-road event in the country. Watch for 2023 dates and registration on the official Jambo website:

<https://www.lonestartoyotajamboree.com>

EVENTS





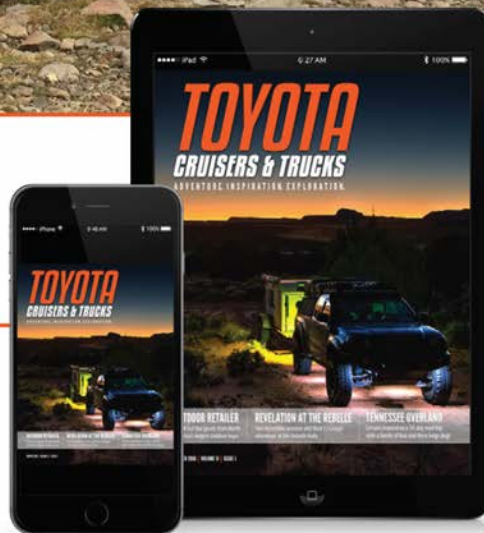
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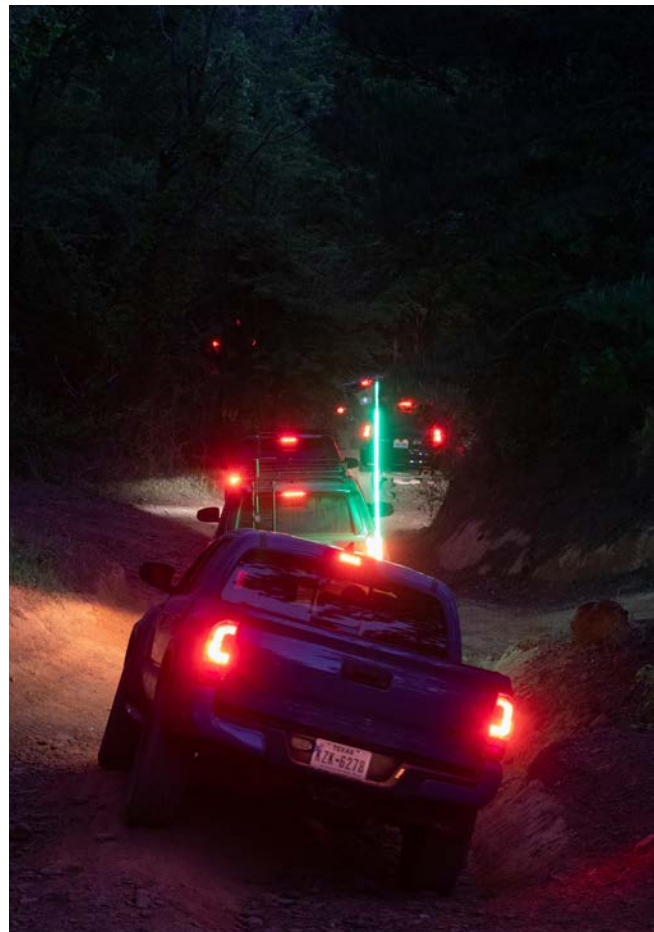


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EVENTS

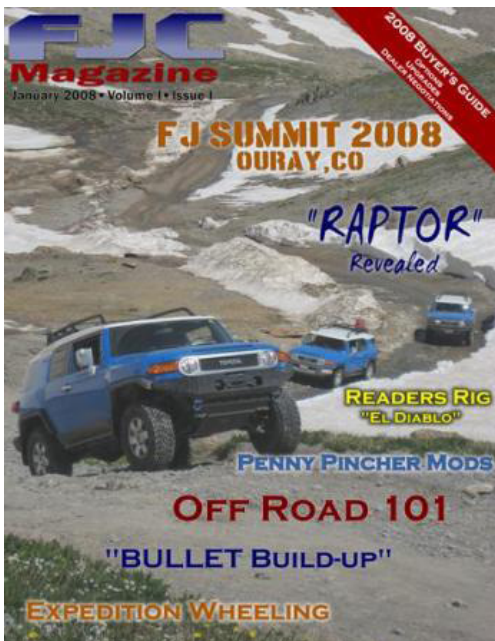




“This driver was making great time on his time trial run, but that extra weight on top worked against him in the final off-camber turn.”



The Future of TCT Digital Publishing



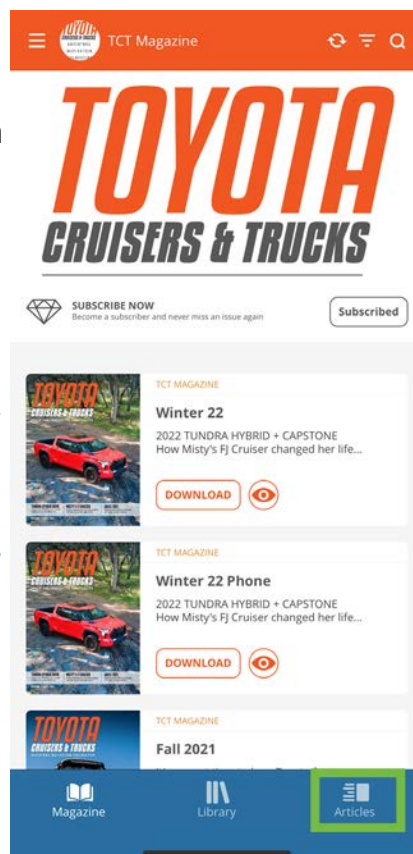
When Angie & I started FJC Magazine back in 2008, the iPad had not yet been invented and social networks were barely a thing. The post-covid, super connected world of 2022 is quite different.

In the modern era, outdoor adventure enthusiasts crave nearly instantaneous access to content that will inspire them on their next adventure, and TCT Magazine stands poised to once again revolutionize the way we share information..

Going forward, readers will no longer have to wait for the 'next issue' to see the latest and greatest in Toyota off-road and overland adventure coverage. Instead, users can download the TCT Magazine App (Available on both iOS & Android) to experience individual articles as soon as they are published! From time to time (usually 2-3 times per year) we will gather articles into a "Best Of" issue and publish in the way that we have in the past, which will also be available in a printed copy.

Even more exciting is the fact that articles will now include more interactivity than the legacy versions of the magazine. These will include slideshows, videos, and audio versions of the article, right in the app! Subscribers within the TCT app will also gain access to all back issues of TCT Magazine, completely free!

You can either download & subscribe to TCT Magazine on your favorite app store, or support us on Patreon at any level and you'll unlock all features of the app.





2023 SEQUOIA: The Details

The new Sequoia is on the way, and we could not be more excited!

For those that would like to have more interactivity with the experts at Zaxyn Media to talk about overland, off-road, travel, adventures, and pretty much any other topics - we're also announcing a new supporter level on Patreon! Starting at just \$3/month, Members will have access to special perks specifically designed for outdoor enthusiasts that wish to support creators.



We have truly enjoyed bringing amazing, inspirational content to our readers for the past 14+ years, and look forward to many more years of grand adventures!



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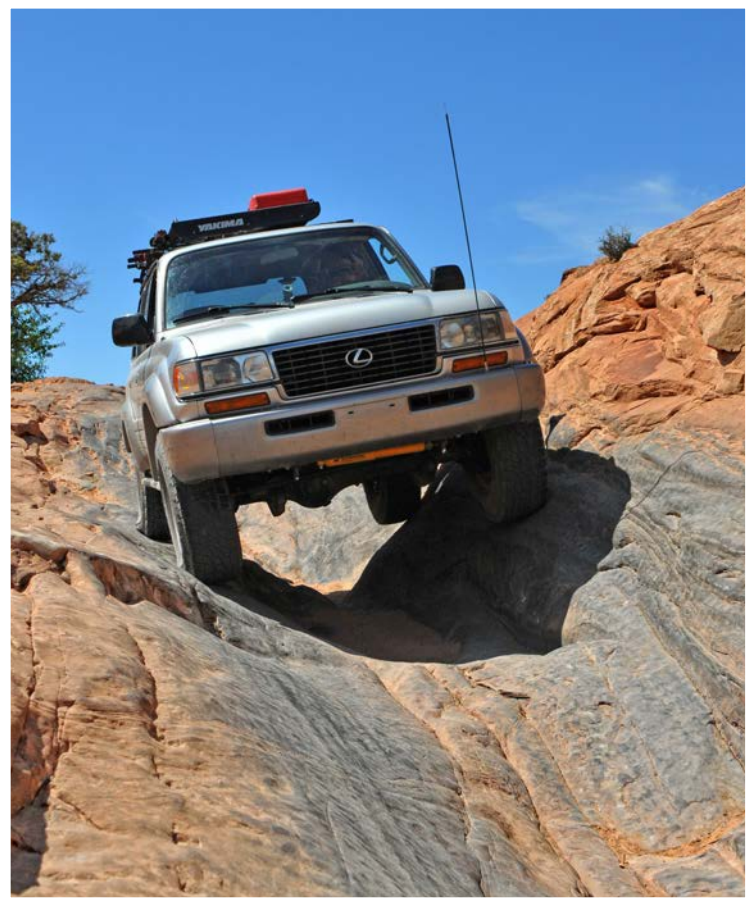


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FACTORY TRIPLE LOCKED LX

From Andy J.

2008 FJC NEAR MOAB, UT

From Hayden C.

