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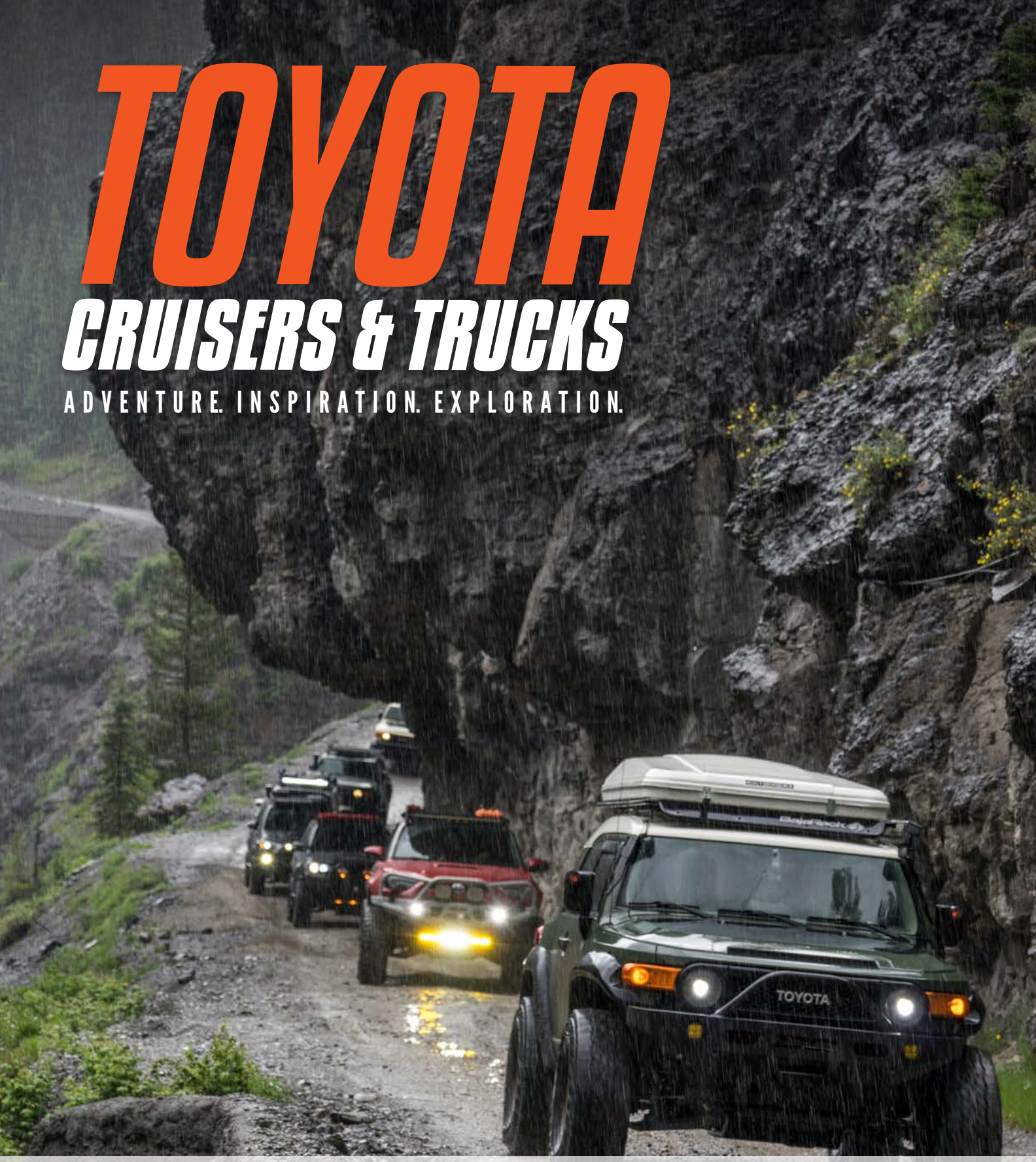

FJ SUMMIT XIII

The off road event of the year celebrated its 13th year in Ouray, Colorado.

BRAZIL'S RAINFORESTS

Overlanding through Brazil's beautiful, but disappearing, rainforests.

EXPLORING THE KOOTENAYS

Visiting the lakes of Canada's Kootenay region in a 4Runner.

SUMMER 2019 | VOLUME 12 | ISSUE 3

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TOYOTA
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ADVENTURE.
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EXPLORATION.

FROM THE PUBLISHER

We love all of the adventure our Toyota vehicles help us find! The TCT Family certainly had an eventful summer, and we hope each of you was able to get out and explore with family and friends this summer.

Our travels have taken us all over Colorado as well as adventures to Idaho, Utah, New Mexico, Arizona, Texas, and several other states out west. We're also including a very inspiring British Columbia article in this issue, the first we've published in quite a while.

Beyond the events, modifications, and reviews, we love and are inspired by stories of using Toyota (and Lexus) vehicles to get off the beaten path and find your bliss. We're always excited to share your social posts, Instagram photos, and vehicle build information. So make sure to use the links below and throughout these pages to get in touch and share your story.

We love to hear from you, and I hope we have the pleasure of sharing your adventures with the world.

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

Shane

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ADVENTURE. INSPIRATION. EXPLORATION.

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NEW & NOTEWORTHY

By TCT Staff

COMEUP SEAL SLIM GEN2 9.5RS / 12.5RS

THE SEAL GEN2 SERIES has been the winch of choice for competitors and hobbyists for years, and the new upgrades come at a great time. The new 'Slim' line is almost ½" shorter than the previous version and weighs less while providing the same power. The Seal Slim also retains the IP68 waterproof rating in the smaller package. Other features include:

- A new ergonomically designed clutch handle to enable hard to reach applications
- The Slim series now comes with a cutoff switch that eliminates parasitic drain from the system
- A full 10 mm shorter in height, the Slim now works with tough fitment issue platforms like the 1st Gen Tacoma and smaller models without sacrificing strength or line length.
- Water proof remote control
- Built-in water-proof receiver module for wireless remote control
- External automatic full load Cone Brake Structure (CBS), perfect for synthetic rope

The Seal Slim Series winches are available with 9500lbs and 12,500lbs pulling capacity.

CLICK TO VISIT COMEUP USA

KUAT RACKS

KÜAT WAS BORN BACK IN 2008 (the same year we began publishing) with an idea to make hauling bikes and other adventure gear a little more intuitive. They recently released the second version of their flagship NV hitch rack, and it seems like a great way to get your bikes into the back country. Some of the main features include:

- Adjustable front tire cradle + easy to use rear tire strap
- Pivot bar with foot assist
- Really cool integrated cable locks
- Trail-Doc Included for easy trail side tweaks
- Hand-tightening hitch cam to keep the rack from rattling in the receiver
- Gloss Metallic powdercoat, we'll see how it holds up
- Hitch Lock Included

AVAILABLE AT KUATRACKS.COM

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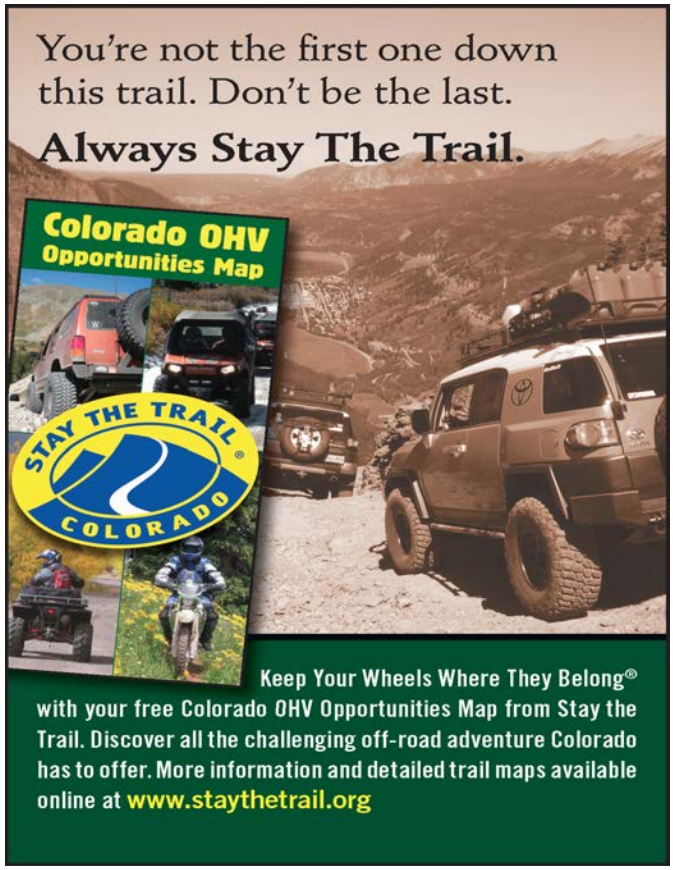
TRIO BIKE RACK

We're also going to check out the Trio roof/rack bike rack. This style rack will work on just about any roof or rack with crossbars, so we're planning to add it to the bed of the Tundra once we get the rolling cover and crossbars installed. This simple to use mount is equally well designed:

- One Bike Capacity, but we'll mount two on the bed rack
- Same color and finish options as the NV 2.0
- Adapters available for multiple fork sizes
- Available adapter kit for fat bikes
- Integrated cable lock (locks both frame and rear wheel)
- Sliding rear tire strap



NEW & NOTEWORTHY

By TCT Staff

POPUP CAMPFIRE WITH FIRESIDE POP-UP PIT

THERE'S JUST SOMETHING ABOUT SITTING AROUND A CAMPFIRE. People unplug and just appreciate the family and friends around them. Some of the best conversations occur while sitting around a campfire, even meals taste better when cooked over an open flame. The campfire is the source of light, a safe zone of warmth and community.

But campfires leave a mark since they scorch and sterilize the ground.

Optimally you find a spot with established rings, but sometimes an old ring is so big, deep, or tall that it swallows the fire. In some places, "fire pans" are required, such as on river trips or in many desert areas. "Leave No Trace" principle #7 is to "Minimize Campfire Impacts

About a month ago we started using the Fireside Outdoor Pop-up Pit. We've used it in the mountains, the backyard, and at the beach.

HERE ARE SOME OF THE BEST FEATURES:

Fires burn great—evenly and completely.
Elevated fire is enjoyable and heat radiates in all directions—no longer are feet blocked by a rock ring.
No need to build rock rings.
Makes a great grill. We have the trifold grilling grates and have made steak, chicken, kebobs, fish, eggplant, and leftover pizza!
We have used charcoal and wood coals.
Portable. We moved the fire from our seating are to the front of our tent, without gloves.
Works on the lawn. Using the heat shield we have made several leave-no-trace fires on our lawn. In test conditions over sand, we measured 275 degrees on the top of the heatshield and 90 degrees at the sand (after a day in the sun). After removing the heat shield the sand very quickly heated up to 400 degrees,
Packs up nice. About the size of a camp chair.

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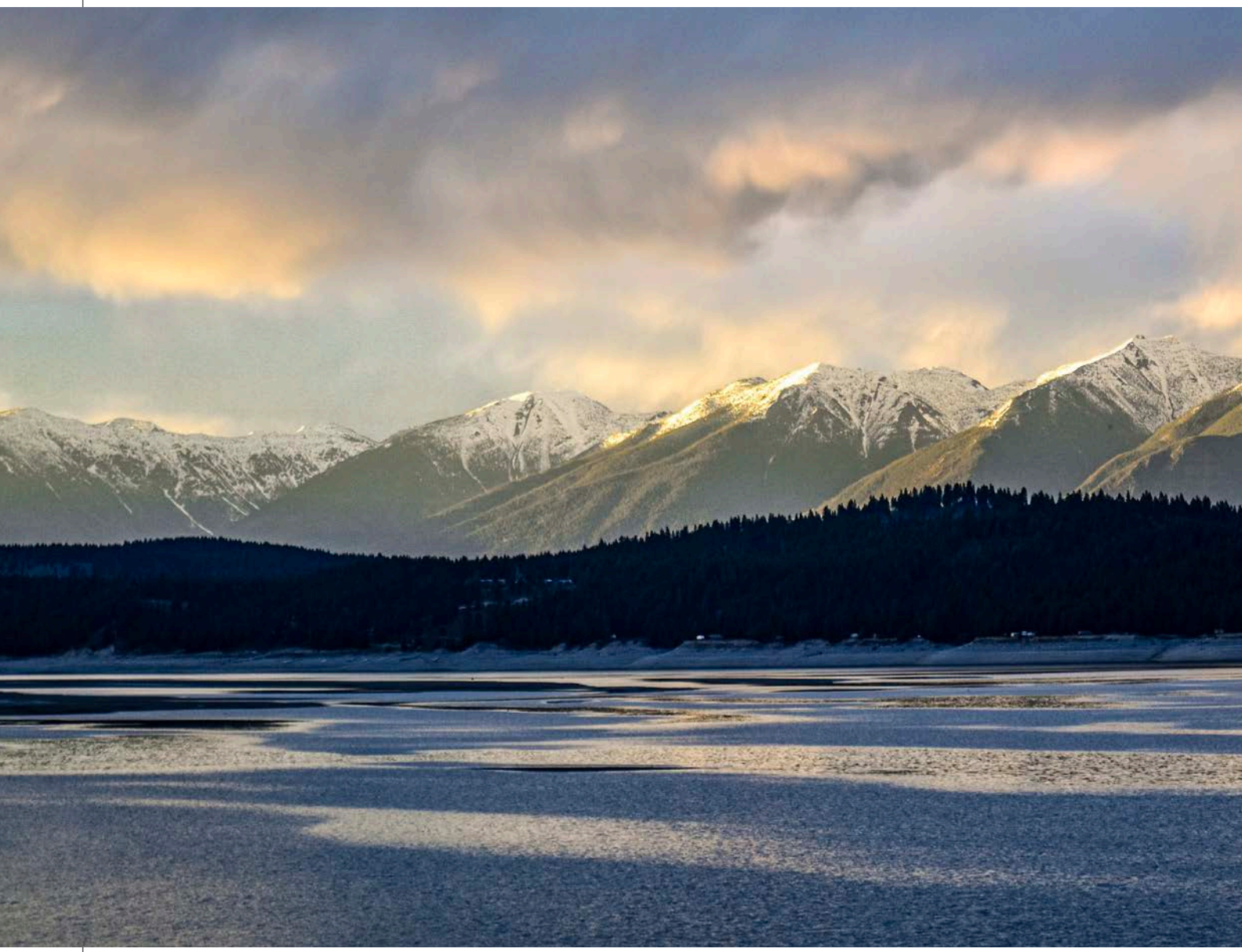
By Johannes Steudel



Lake Exploring in the Kootenays

The gear is packed the night before, the oils and fluids in the 4Runner are checked and at a healthy level, the only thing left to do is battle the never-ending road construction and traffic on the way out of the city. The plan is to explore and gather information in the south eastern Kootenay region for beautiful lake side camping and never before seen trails.

We make our way through southern Alberta, a familiar sight, but as we near closer to the British Columbia boarder, roads become

unfamiliar and new opportunities arise.

EXCITEMENT IS BUILDING.

As we pass through Fernie, a small ski town, we make an obligatory stop at their local brewery to pick up some tasty beverages for later in the evening (hopefully around a camp fire). At this point, the route I had planned while still in the office at home tells me it's time to leave the highway and hit the dirt. We pull over and make quick work of the tire pressures, bringing them down to a soft 18 psi, perfect for those long gravel mountain roads. Before long we're winding our way through the mountain passes, unsure of what's around the next corner.

There's something special about being in a place you've never been to before but always wanted to explore. It's refreshing and exhilarating. Late afternoon has arrived and our eyes are set on camp.

There's something special about being in a place you've never been to before but always wanted to explore. It's refreshing and exhilarating.

The gravel road begins to deteriorate and the ride becomes slow and uneven. We look on the screen of the GPS which informs us that we are approaching a large body of water. After a few wrong turns and dead ends, we are hoping that this camp spot won't disappoint. A steep rocky downhill decent is the last obstacle before approaching the water. I stop, select 4Low and let the 3.4L engine do most of the braking down the steep bank towards the water. The trail is lightly overgrown and seems to only see a few travelers a year. The bottom of the hill looms closer and closer as we crawl our way to the bottom. Then, out of nowhere appears a massive lake. The slippery shale rock turns to soft sand, which is odd for the interior of British Columbia, but were not about to complain. Instead, we further lower the tire pressures to 10 psi and drive the rest of the way across the wide beach to the water's edge. Beautiful!

After having some fun in the soft sand, we turn back towards the bottom of the hill which we just descended. The sun is below the horizon now and we only have a few moments of light left to set up camp. There at the bottom right before the shale turns to sand is a small flat grassy spot to pitch the tent and call home for the night. The fire is hot and the beers cold. What could tomorrow have in store?

The next morning, we awoke in a very warm tent, looks like the sun has been beating on us for a while now, so much for the 7 am wake up. Coffee and breakfast went down quick so we decided to break camp and hit the dirt leaving Lake Koocanusa to find our next location.

Lake Koocanusa is actually a flowing body of water that starts north in the Castle mountain area as the Kootenay river. It flows south all the way down through British Columbia, Montana and Idaho. There are more than 300 kilometers of accessible shoreline for camping and exploring.

Today's plan is to wander from Lake Koocanusa in search of other smaller lakes in the surrounding area. We set the coordinates to Suzanne Lake less than 10 kilometers (6 miles) from our last destination.

The climb back up the large hill proves to be more difficult than the descent but the 4Runner scampers up the loose shale with little drama. Suzanne Lake is only a few minutes drive down an old logging road. Quite a few people passed us

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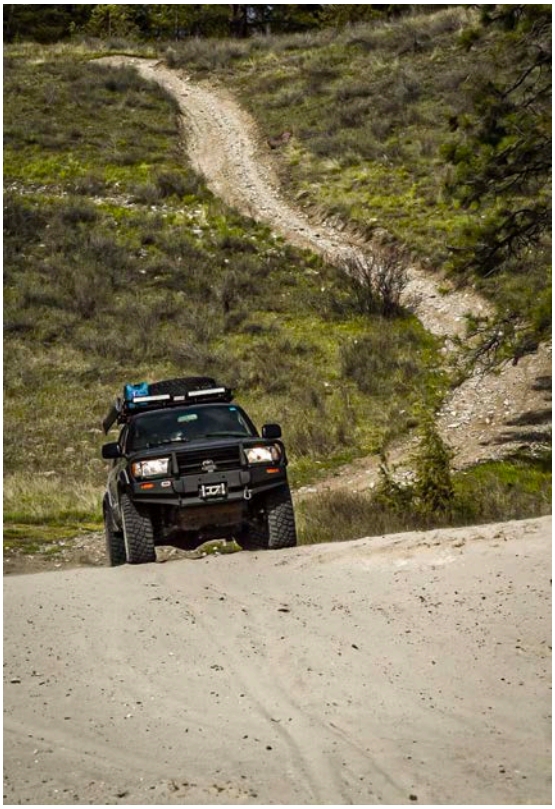
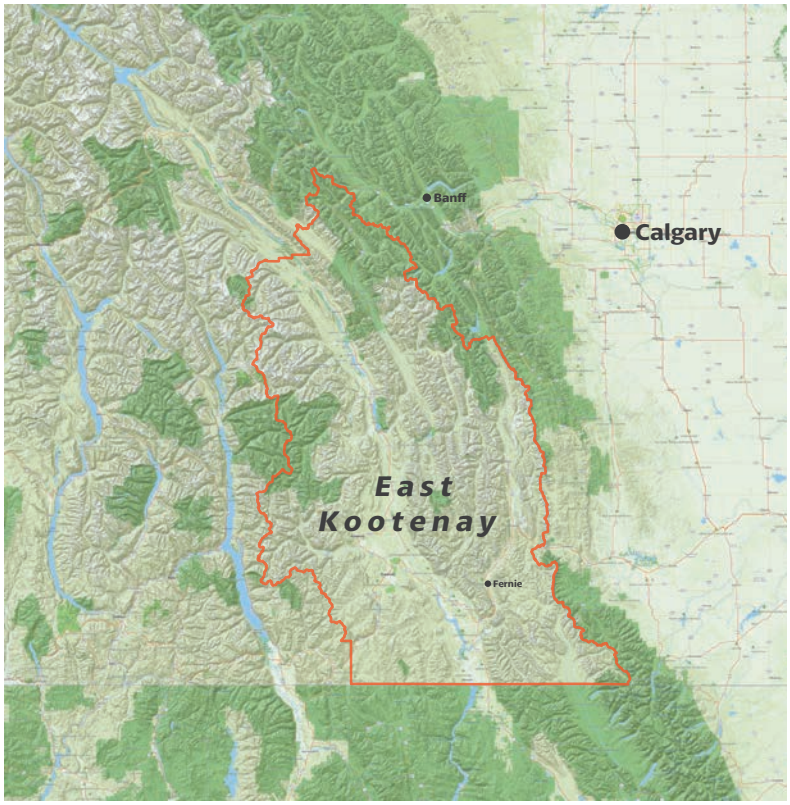
towing small fishing row boats on the way, we get the feeling that this is a more of a popular family lake. Our theories turn out to be correct. Suzanne Lake is rich with amenities including picnic tables, cut out camp spots, a boat launch and a dock, not our preferred method of camping but beautiful none the less.

We decide not to stay the night at Suzanne Lake but rather stay for lunch then continue onwards. There is one other lake in the area that has been on our list to see, Wapiti Lake. It's a quick 15 minutes down more beautiful British Columbia backroads. Wapiti proves to be the smallest of the three lakes, but has some of the best mountain views and the least number of people! The water is crystal clear and a few lily pads grace the edges of the lake. I think we'll call this home for the night! TCT

Editor's Note: We're so excited to see adventures in a soon-to-be classic 4Runner, deep in the heart of British Columbia. Keep your eye on Toyota Cruisers & Trucks for more stories from Johannes.

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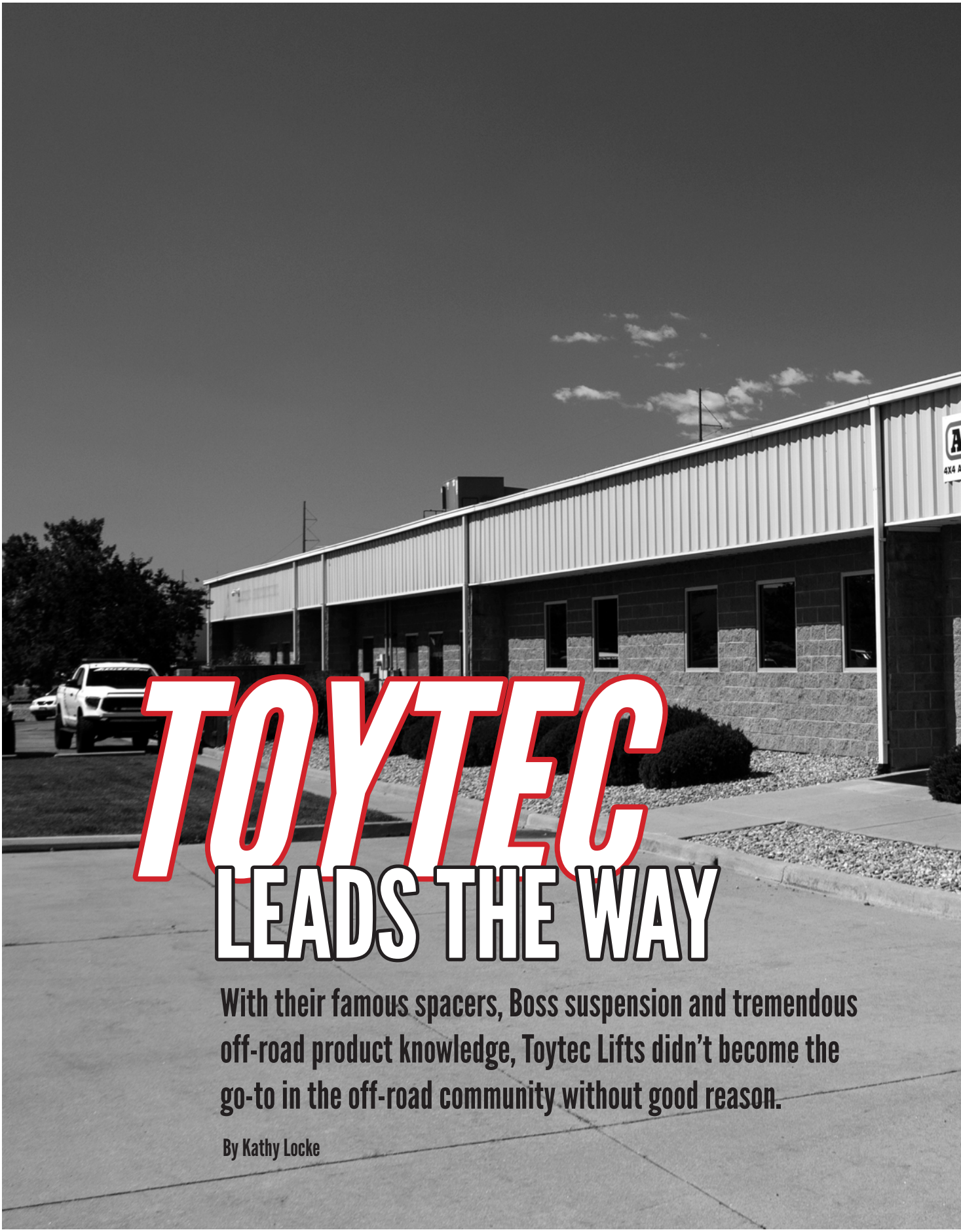


TOYTEC LEADS THE WAY

With their famous spacers, Boss suspension and tremendous off-road product knowledge, Toytec Lifts didn't become the go-to in the off-road community without good reason.

By Kathy Locke

IN A SMALL GARAGE IN LAFAYETTE, COLORADO, an auto tech didn't like the way the front end of his 1999 Toyota Tacoma sat with its Old Man Emu shocks. To fix this, he created a spacer. A few local guys in the off-road community noticed and wanted some of these spacers too. Little did this auto tech know that 15 years later, this spacer would be the product to launch what is known today as Toytec Lifts, one of the most trusted names in the off-road industry.

Top photo: The Eibach designed Toytec coilspring; Bottom photo: Owner Doug Gosh holding the spacer that made Toytec famous

"We started selling them on eBay and then we made bigger spacers and started selling whole kits for the front and rear. We didn't really plan on starting a business, it just kind of happened," says Doug Gosh, the auto tech who created the famous spacer and founder/owner of Toytec Lifts as well as Toytec 4x4, the installation side of Toytec.

"Originally, I was creating the spacers out of metal and I had a company that was cutting them for me and then I would weld them together. One of the machine shops I was dealing with said if we do these out of aluminum, we can make it all one piece, they'll look a lot nicer, and be more corrosion resistant, and I wouldn't have to weld them anymore. So, I thought, let's do it!"

Around 2005, Toytec became official ARB dealers, becoming ARB's biggest retailers for Old Man Emu suspension in the Western Region. They were still working out of the house when they became ARB distributors with large semis delivering impressive loads of ARB products. "We literally had stacks of coil springs on the sidewalk for 20 feet," Doug says with a laugh.

Doug's wife, Sarah, was "Toytec" for the first couple of years—answering phones, taking orders, and making sure products were being delivered. "I was working at an independent shop in Lafayette and had a full-time job still," recalls Doug. "Now, Sarah just does our payroll and some of the HR stuff but doesn't have a lot to do with the business as much. She's not here full time anymore."

After a couple of years in Doug and Sarah's home

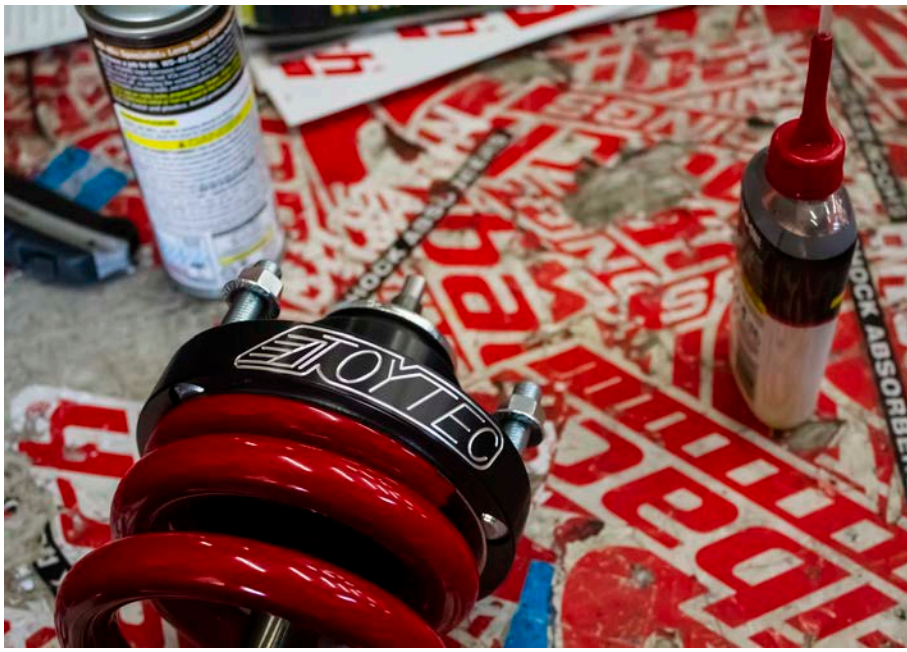
garage, Toytec moved into a rented building in Northglenn, Colorado. "It was just a 2,800 square-foot unit that we rented. We busted holes through the wall and rented the unit next to it." The building was built in the early 1970s and the "space" eventually became a total of 9,000 square feet, but for Doug, it was a little run down and wasn't in the most ideal location. When it was time to expand again, Toytec made the move to their current location, just over two years ago, to a 26,500 square-foot warehouse about 10 minutes north of downtown Denver. "It's actually bigger than we were originally looking for, but we just couldn't find anything for the size we wanted so we figured, you know what, we'll grow into this place."

And grow into it they have—over 22 employees including sales staff, customer service and dealer representatives, installers, and an impressive shipping and warehouse staff sending out the quality products Toytec is known for. The products are also what makes Toytec different than other off-road related companies—they don't just sell their own products but are dealers for other well-known companies like King, Icon, SPC, Eibach, ARB, Old Man Emu, as well as other companies that make off-road accessories. "We have about 650 dealers all across the U.S. and Canada and Dubai—all over. We sell a lot of truck accessories—upper control arms, tires, wheels—we kind of do it all. But we also have our own brand, too, which is what we mostly sell to our dealers."

Toytec is one of the largest distributors for ARB, receiving up to three or four large shipments of suspensions and products from the Australian brand a year. "The Old Man Emu springs are a really good rear spring. So, we sell a ton of those, along with our stuff too. That's one of the reasons why we sell so much of it—it's not always just Old Man Emu kits. We're using some of that stuff in conjunction with our products."

LOCATION, LOCATION... AND INSTALLATION

With the new location, the intention was to set up a nice showroom for more walk-ins. "We didn't really have a showroom at our other place, it was more just shipping almost everything we sold out of there. We didn't have that many walk-in customers. In the two



> "We didn't really plan on starting a business, it just kind of happened."

Top photo: Toytec shocks getting ready for shipment to new buyers; Bottom photo: A Toytec shock after being assembled in the shop

years that we've been here, we've seen a lot more people coming in. Now that we're doing installs, that number has gone up."

Don't expect an enormous showroom when you walk into Toytec, but do expect to be greeted right away from, seriously, some of the nicest sales people ever. They aren't there to sell you everything you don't need, but rather making sure to set you up properly the first time and prepare you for what you may need in the future. This off-roading "hobby" is addictive and they know that—they live it every day themselves and know the products inside and out.

They've also ventured into installation, which wasn't in Doug's original plan. "I told everybody we're never going to install anything. I don't have any interest in doing it. After being an auto technician for almost 20 years, I was kind of relieved to not have to do that kind of work. But now, we have three full-time tech guys doing it, so it worked out pretty well. They just focus on installations and alignments. We usually have one to two alignments scheduled everyday along with our vehicles that we're doing that we align when we're done."

Aligning lifted vehicles takes a little more finesse and experience and Toytec has seen their share of alignment doozies. "We have people coming in here all the time with lifts and when we do their alignment—for some people it's the 3rd alignment shop they've been to—and we put it on the rack and we think, geez, this is so screwed up!"

FOR THE LOVE OF COILSPRINGS AND TOYOTAS

Although Doug has helped start other companies, he's focused solely on Toytec. The spacers, and their most popular best-selling Toytec Boss line of shocks originally designed 10 years ago with Eibach, well-known for their coilsprings since the 1970s, are what catapulted Toytec. "Eibach pretty much makes springs for everything from bicycles to NASCAR to anything you can think of that has a coilspring." Toytec's newest line, the Toytec Boss Aluma Series, are adjustable for two to three inches of lift with the coilovers already assembled. They are made from hard anodized aluminum for cooler operation and better protection from the elements.

Of course, when your shop does suspension, all your personal and company vehicles should be running your product, and Toytec is no exception. "The company

This page: Orders of tires, rims, and shocks ready for installation; Next page top to bottom: One of the many Toytec shop vehicles; Testing new product designs in Research and Development

> *"I told everybody we're never going to install anything. But now, we have three full-time tech guys doing it."*

and myself, we have some personal vehicles and some company vehicles. We have two Tundras that are company vehicles. We have two 4Runners. We actually have a race truck Tundra, too, so that's technically three Tundras. We don't have a Tacoma anymore—we had some guy that wanted to buy it really bad." When asked if he is a die-hard Toyota fan, Doug says with a slight chuckle, "Pretty much!"

THE TOYTEC FAMILY

Toytec may be known for their amazing products—over 3,000 products on their website currently with different accessories, and everything Toyota and off-roading—but their reputation for customer service is what made them a household name in the off-road community. This may be in part to how they treat their employees and customers like family. "I couldn't imagine being anywhere else right now besides Toytec Lifts. They've

Top to bottom, left to right: The other well-known Toytec 4Runner; Inside the showroom full of off-road products including tires, rims, recovery boards, safety equipment, lighting, and of course, shocks

given me the opportunity to turn my passion into a reality when all I was looking for was a job—I ended up finding a family. Sometimes, I forget I'm even working since I'm enjoying my time so much here," says Anthony Nguyen, one of the main sales people on staff at Toytec.

"Toytec Lifts is a really awesome company to work for—it's like a home away from home. Every day that I show up to work is another day that I'm given the opportunity to help someone build the vehicle of their dreams," says Hugo Huerta, one of Toytec's top sales people. If you know Hugo, you know he's speaking the truth and isn't just spewing a generic sales pitch—he truly believes this. Doug hired Hugo a few years ago after meeting him at various off-road events and group trail runs. Hugo was working as a bartender at the time and was ready for a change in his life, knowing that bartending wasn't going to get him where he truly felt he belonged—in the off-road community. Hugo put a plea out on social media for a job and Doug answered, hiring him instantly. "I came from a volatile industry where the employees were never appreciated. When I started looking for new opportunities in the car industry, Doug gave me a chance as a novice and welcomed me with open arms to the Toytec Lifts family."

This belief in their employees is passed down to their customers, who are treated like they're a part of the Toytec family as well. This is evident in their reputation in the off-road community by numerous referrals and the constant contact they have with their customers at events and trail runs.

So, how do you sum up your reputation and longevity in this industry? Doug says it best: "We've never spent any money on advertising. It's been mostly word-of-mouth."

Word-of-mouth indeed. TCT

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Story and photos by Mercedes Lilienthal

NW and BC Overland Rallies: Fun, Families, and 4x4s!

The NW Overland Rally and BC Overland Rally have become a yearly tradition to many folks. Typically held either back-to-back or in the same month during the summer, adventure enthusiasts flock to Washington and British Columbia to take classes, check out the latest overlanding gear, win some cool stuff, and best of all—check out all the rigs.

This page: FJ40 with custom camper box on back; *Opposite page top:* 1978 FJ40 Cummins R2.8 Turbo swap; *Opposite page bottom:* FJ Cuiser with matching RTT

2019 NW OVERLAND RALLY

Celebrating its 9th year, the NW Overland Rally (otherwise known as NWOR) boasts over 100 vendors showcasing their wares, tons of classes and workshops to teach you critical skills, has a free nightly bonfire and raffle to win awesome gear, as well as a multitude of adventure 4x4 vehicles on display.

NWOR has blossomed from a small assembly of attendees to a mid-sized regional overland rally that hosted approximately 2,200 visitors and over 100 vendors this year. Vendors from not only the Pacific Northwest, but all over North America show up to share their latest products with show goers. Each booth typically showcases product,

literature, company reps, as well as a vehicle to demonstrate how the products work (if vehicle-related). Other vendors host happy hours or cooking demonstrations, where attendees can take advantage of yummy eats or drinks.

Anyone can attend NWOR—whether you're living out of your Toyota Land Cruiser and are traversing the globe for a few years already or someone who is just interested in travel and vehicle-based traveling and wanted to learn more.

Along with vendor rigs, attendees also bring their vehicles—especially Toyotas. From Land Cruiser to Lexus, Tacomas to Tundras, you can spend the entire weekend ogling at

This page top: Maltec Land Cruiser diesel Troopy, 80 Series chassis; *This page bottom:* Off Grid Trek's 4Runner and solar products; *Opposite page:* BCOR diesel Hilux for sale

all the customized builds that are there. The entire field, located in the tiny town of Plain, Washington, is brimming with built-up, adventure-ready Yotas. I witnessed dozens of Toyotas at NWOR: from a diesel-powered Land Cruiser Troopy from Maltec, which donned an 80 Series chassis to a customized 1980 FJ40 with a home-built camper box on the back. Also making appearances were a plethora of modified Tundras, Tacomas, and 4Runners to another FJ40 (this one was a 1978) with a Cummins R2.8 Turbo swap and completely re-done interior.

Every day is jam-packed with informative sessions and hands-on courses like vehicle recovery, cooking, knot tying, medical preparedness, how to drive your own 4x4, and even morning yoga. There is a ton to learn, courses to attend or sign up for, and oodles of other attendees to meet. "The overland

rallies are like a family reunion, except that at this reunion you feel like your relatives are some of the top instructors and presenters in the world," says Ray Hyland, the owner of both rallies. He and his wife, Marianne, continually ensure everyone is having a great time and are safe at both events.

In addition to classroom-type sessions, there are hands-on trainings, too. How to winch properly, advanced vehicle recovery techniques, and courses on how to repair your tire or weld in the field are some that are offered. Trail rides are also available, and include a variety of runs: from seeing scenic surrounding areas, to a ladies-only group, as well as some tracks that could test your off-road expertise.

Many people's favorite part of the rally is the free nightly raffle and bonfire. The crowd circles around an oversized fire pit when the sun starts setting. Participants can win anything from a hat and stickers or a rad flashlight, all the way up to a winch or tires for their adventure mobile! I don't think anyone would be upset over walking away with cool, free gear from this event—and there's a lot of it.

2019 BC OVERLAND RALLY

The BC Overland Rally (BCOR) is the NW Overland Rally's smaller Canadian cousin, and is held in Canada's picturesque countryside. BCOR hosted approximately 950 folks and approximately 75 vendors this year. Switching its location from Sasquatch Ski Resort in Hemlock Valley to the famed Whistler Olympic Park, where the 2010 Olympic Games were held, this rally just finished its third year in production. Although the skies were ominous and it rained nearly the entire time, show attendees wore their rain slickers, had fun, and shared many travel stories with each other.

Same as NWOR, seasoned instructors hosted many classes and workshops and vendors had their products on display. Many vendors, from both the US and Canada attended both shows. Off Grid Trek sells items like high-efficiency solar products and Chobe off-road trailers, Cascadia 4x4 offers up winch accessories like flip-up license plates, hawse fairleads, as well as Toyota-specific hood-mountable solar panels, and Overland Kitchen sells stainless steel kitchen systems for Toyotas (and other manufacturers). Other vendors offer suspension systems to outfit just about any Yota or recovery gear that

Opposite page top to bottom: Toyota flatbed-coverted truck; Toyota Limited 4Runner, RTT; Toyota Tacoma Acccess Cab, EarthCruiser GZL300 topper; *This page top to bottom:* A well-loved Canadian Land Cruiser; Toyota Tacoma Crew Cab, RTT

would work for any adventure rig.

In addition to Toyotas being featured in vendor row, many of them were proudly set up in attendee camping areas. If you attend either show, make sure you tour through the designated camping zones. Attendees' vehicles are some of the best and most unique!

Four-wheel drive Toyotas showed up to BCOR in full force. Tacomas, Tundras and 4Runners were aplenty, but I did see a nice converted flat-bed Toyota truck as well as a 1983 Australian-market Hilux four-door diesel for sale. I chatted with the owner, Chris Steffan, a bit about it. Chris has this modified Hilux since 2011 and imported it into Canada in 2016. It has dual transfers, two air lockers, and many other upgrades. "This older Hilux has the typical spring mods that a lot of people do in many pick-up trucks in America," he states. This is a 2.4 liter 2L series diesel that started life naturally aspirated in which he put a high-mount CT20 on. This well-used rig has driven Canada's Whipsaw Trail among many other tracks.

If you're looking for laid-back, enjoyable, and informative overlanding events to go to, both NWOR and BCOR should be on your list. These regional rallies have tons to offer. From technical or entertaining classes, to hands-on courses, happy hours involving wine, beer,

and whiskey or vendors selling heaps of items—both NW Overland Rally and BC Overland Rally are adventure events worth attending. TCT

Mercedes is a new addition of the Toyota Cruisers & Trucks team as a Feature Editor.
You can follow Mercedes' adventures on Facebook @ crankshaftculture and @mercedeslilienthal and via and Instagram @crankshaftculture and @mercedes_lilienthal.

[FRAMED]

f/11 1/200s 26mm

Big Bend Ranch State Park in southwest Texas is home to a network of 4x4 trails.

PHOTO BY MATT HAYWARD

vimagazine.net

[FRAMED]

f/4 1/1000s 5mm

Mineral Creek Basin

PHOTO BY ERIC MCKERCHER

TACOMA
TRD SPORT
TOYOTA RACING DEVELOPMENT
California
5T274F2

[FRAMED]

Cleghorn Trail

PHOTO BY VINCENT JOHN MERCADO

[FRAMED]

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Moonrise over the San Juans chasing down the Milky Way

PHOTO BY BOB HOLLIDAY

REVIEW

By Daniel Markofsky

Dometic CFX 75DZW

A review of Dometic's dual zone portable refrigerator/cooler

Photo courtesy of Dometic

Nearly a year ago Dometic asked *TCT Magazine* to try out their new CFX 75DZW "dual zone" portable refrigerator/cooler. The dual-zone has now been in my 1993 Land Cruiser for a cumulative several months of trail days. Two Cruise Moabs, two Kokopelli trail runs, FJ Summit, a beach weekend in Nebraska, Cruiserfest, Ghost Town Run, long weekends in Utah, and the remote Lockhart Basin trail. It has been stuffed, emptied, dirtied, cleaned, and lifted out a time or two. It served garage floor duty for my 50th birthday party—beer in one side and ice cream pops in the other. We even had a one-of-a kind Dometic fridge jockey box courtesy of Outer Limit Supply, but that's for another story.

This became a long-term review instead of simply measurements and specs from a combination of being busy, procrastinating, and needing to have it long enough to know exactly what to say. I do perfectionism right.

The payoff: I can talk about how it works in application and provide you with the best information I have.

I'm not a gear junkie. I buy gear I think I need. I typically covet an item for months or years before I buy. I have to be convinced it suits my needs. Maybe that's why my 1993 Land Cruiser has been with me since 2001 and has 319,000 miles. I have been a mobile refrigeration user for many years. I have lent my fridge to friends and converted them. For the past two or three years I have been eyeing dual-zone options. I almost bought an earlier Dometic dual zone from good friend, Tim Nakari at Gamiviti, but I could not figure out how to fit that one in my drawer system (spoiler alert: I'll tell you here how I solved that problem).

Food storage on the go used to be the domain of the "cooler." Recall opening that fresh ice chest, and digging out your first ice-cold beverage at camp Friday night. Let the good times roll! We used cubed ice, maybe block ice, and for an "extreme" trip, perhaps dry ice. Still, mid-trip ice-runs were common. You had to plan each trip in to minimize open-lid time and "Don't let the cold out!" was

often heard. No way could you put warm leftovers in and expect them to get cold.

Inevitably time came on every trip where you'd reach into a lukewarm swamp and fish out a wet cheese sandwich or soggy lunch meat—unrecognizable with the label soaked off. Ready to go home? Grab a cold soda. Nope. It's warm too. Sigh. And how can you forget what grew inside that time you forgot to clean it out when you got home. Gross!

Legitimate portable refrigeration—distinguished by a compressor driven cooling system—has been around for decades. If you are on the road for extended periods of time, go to places where ice is hard to find, or simply avoid civilization while four-wheeling, it starts to make sense. Some view it as a luxury. Others don't know it exists. With a refrigerator, your food stays fresh and dry. You can load barley pops in the morning and have what you need chilled by camp. But the outlook for that frozen burrito or steak or chicken was not so good. With a freezer, I contemplated safely frozen burritos, chicken, and steaks days into a trip, eliminating day-five smushed burritos at the bottom of the fridge. No rancid chicken juice leaking all over. Extra food at the end of the trip could go right back into the kitchen freezer. Having ice and making ice. When you have a single-compartment 12v fridge you don't have to drink ice as you would with a cooler. I dreamed of ice cream.

Then we got to hit the road with a Dometic CFX75-DZW.

Out of the box I was blown away by the size; (***see our unboxing video at https://youtu.be/BP4SjOkuqsY***). I wasn't sure this would fit in my truck. Even if you think, like I did, that it takes up too much space, now I know it's not just about size.

There are the two completely separate compartments. Typically, one would use this as refrigerator in one and freezer in the other. They can each operate at temperatures down to -7. Each compartment has its own cooling element. You set the temperature for each independently. You choose whether to operate one or both compartments. For a shorter trip, I have left one section off and used it for dry goods storage.

You can put more things in the refrigerator than you might have otherwise. Before I might've just kept a loaf of bread in a box or a drawer. Now I can put that on top in the fridge. And when I truly don't have enough to take up space, I'll take a few clean shop rags, which I want to have some in the truck anyway, and put them on top to help keep things from knocking around.

Having a freezer opens up a world of possibilities. We now pack homemade lasagna servings frozen in foil (rather than foil and a plastic container or sealed plastic bag). We put a slab of frozen lasagna on the engine grill cooker each morning and it's ready by lunch. No more

Photo courtesy of Dometic

soggy lasagna, risk of leaks, and transfer of containers. The same goes for just about any food you can think of.

The shallow freezer basket can hang on the "fridge" side. This makes it possible to keep a top layer readily accessible. On the freezer side we like lifting out the basket for serving the ice cream we keep on top. Access is a huge amenity.

The lower freezer compartment fits an eight pound bag of ice perfectly.

THERE ARE PLENTY OF BEHIND THE SCENES FEATURES DESIGNED FOR FUNCTIONALITY

Handle tie down. I have been holding my fridge down with a ratchet strap through the handles for a year now. Works great. The handles were designed to take it.
Lights. The interior LED lights are plenty bright and will flash a warning if you leave the lid open too long.
USB outlet. A 500ma USB port allows for charging. No one ever bases a refrigerator purchase decision on a USB port but we had to ask Dometic why they included a "low powered" 500ma USB port. Dometic explained that this USB port was a legacy item and higher-output ports would be coming soon. Most newer devices like, or even need, 1,500ma or 2,000ma charging inputs. You can still charge a lot of devices on 500ma, just a lot slower. We had not used ours but now that I keep

several magnetic rechargeable flashlights stuck to the side of the fridge, I just realized that it's the perfect way to keep them topped off. The USB is powered any time the dual-zone has power—even when your fridge is turned off. Be aware of this if you leave your dual-zone connected when your truck sits between trips. I'm sure the drain is small, but I don't know how much.

The App. Seems like there is an app for everything and I expected this to be a gimmick. I don't use it much, but when I do, it's handy. At first I thought it would be a pain because it uses Wi-Fi. In practice, I don't use Wi-Fi on the road so it's not in the way except that other apps will try to get to the internet through your dual-zone. Dometic has not added internet yet. So it's a simple matter of turning off your phone's Wi-Fi as needed. To turn the Wi-Fi off on the dual-zone you have to use the keypad on the fridge, but it's easy to do. With the app I can check voltage at the fridge (where it matters!), check temperatures, adjust temperatures, turn a compartment on or off. The adjustment feature makes it easy to apply one of the overlander's best battery management tricks: lower your temps during the day when you are driving and power is ample and then turn them up a bit for the overnight and your fridge/freezer will draw less off your idle battery. Like the USB port, Wi-Fi has the potential to draw power after you switch off the fridge.

Battery management. Like other high-end compressor driven fridges, the CFX75 is efficient and has three levels of built-in selectable voltage cut-offs.

Intake/exhaust side by side. Here is something I have to question: without a doubt placing the venting at one end simplifies a host of installation issues. I can't help but feel the intake and exhaust should be better separated. I have contemplated making my own exterior divider of some sort, but in practice, it has been a non-issue. I have kept the dual-zone lengthwise where the backseats would have been with the vents facing the door. I can tightly pack three sides and leave several inches of free space at that vented end of the dual-zone. If you install yours in a rear slide (the most common setup), you need zero inches clearance at the sides and interior end. Leave a few inches by your tailgate or rear door and all is good.

Redundancy. A little known and barely publicized feature (though plainly described in the instruction manual) is an emergency override/bypass switch for the thermostat. Dometic was not eager to discuss this feature. After all, why install a bypass if you trust your electronics? Well, because "stuff" happens and it's great to have options! The switch will put the compressor into full-run mode and you'd have to manually regulate temperature. I'll likely never need it, and I applaud them for including it.

Photo courtesy of Dometic

Calibration. While you should never need it, there is a sub-menu available from the display to calibrate the temperature.

Accessories. A slide and insulated cover are available. I did not install either but have laid hands and eyes on both. Custom made for this fridge, the size of each minimizes wasted space, and all openings line up just where you'd want them. Plug and play.

Removable swappable lids. Lids remove easily for cleaning or open storage and hinging can be swapped to customize your installation.

Lid heat reduced condensation. There is a heating element embedded somewhere around the lid edge to reduce condensation. You don't notice when you have no condensation so I have not given this much thought, nor have I seen much condensation. I also happen to be in a low-humidity climate.

Cord management. Power cords and all controls at one end. If your dual-zone is static, the location of the cords doesn't really matter. You will route them and forget it. If the dual-zone is on slides, it also won't matter because you are going to install an outlet in a location where the cords are long enough to reach. Where the business end connection shines is plugging

Photos courtesy of Dometic

in to house current at home. I use the 120V cord and put the freezer/fridge on AC current in the garage and leave frozen food for the next week. It's easy to get the benefit of the full cord length. Maybe it will reach directly to a wall outlet. Maybe like I do, you'll leave a dedicated extension cord plugged in. Much like the vents (which are just above the power connections) the chief benefit is you can pretty much ignore the other three sides and deal with one end of the dual-zone.

WIRE BASKETS

The half-height wire tray designed for the freezer also fits in the refrigerator and serves to be an easy way to take the top layer off and not crush your bottom layer.

HOW THE CFX 75DZW CHANGED ME.

The CFX 75DZW would not fit existing drawers in my Land Cruiser. I was not yet ready to take the plunge and rebuild my entire drawer system that has served me for 14+ years. The only place for the Dual-Zone would be the back seat area. I usually removed my backseats for any moderately long trip. I had a car (now a 2006 Land Cruiser) for my daily driver. Out came the seats. A few ratchet straps later the fridge was secured. How it changed me: I (and my girlfriend) love being able to reach for a cold water or snack on the road. No longer do we have to plan what snacks we want while at a rest stop. No longer does the cheese or guacamole sit out any longer than needed.

An obvious drawback is you cannot put too much gear on top. Fortunately, the back of an 80 is plenty large for two people's gear and the CFX 75DZ is the perfect height and place for a 20 lb dog and his bed. Mikey has learned that he snacks when his humans snack and gladly steps aside.

CONCLUSION

In June 2019, I was on a several day trip in a remote area of Utah, 90°+ daytime heat. Going into this trip I knew my air-conditioning wasn't working. I packed plenty of water and appropriate clothing. I didn't know that two of the dogs traveling with us would decide to go on a 2 ½ day walk-about and we'd spend 14 hours the first day tracking paw prints over sand and rock. Rotating water bottles into the freezer I was able to chill them faster and have

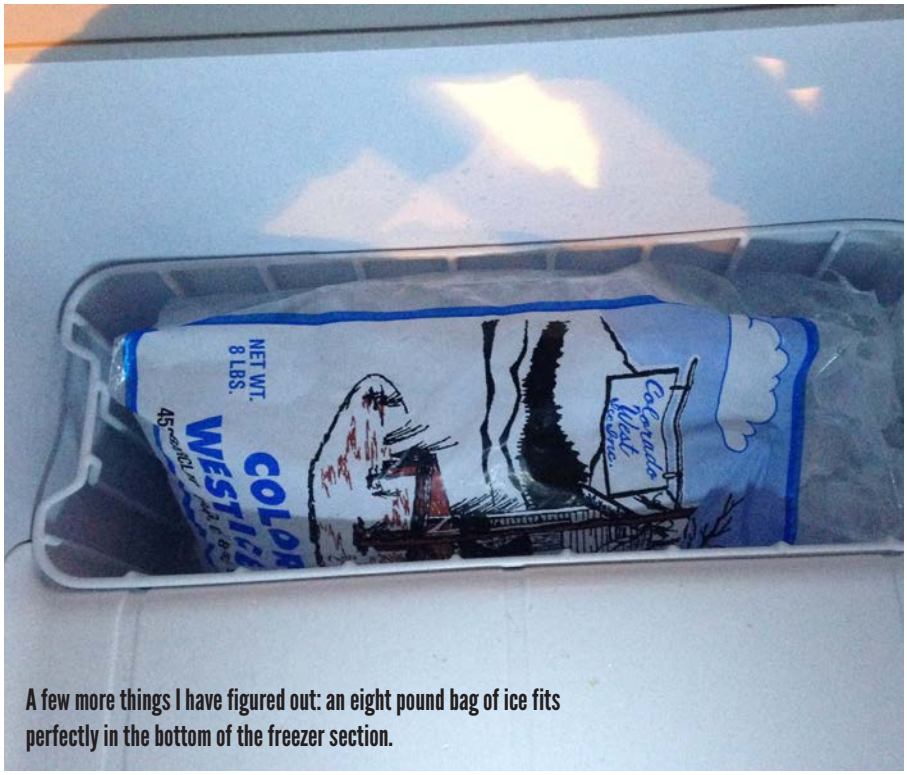
frozen bottles to put against my skin. During this time, I also found out that when not driving and in this high heat I couldn't quite get the freezer all the way down to four or five below as it would so easily sitting in my garage plugged into the wall. But over the course of a few hours water froze and ice cream stayed frozen, so I can't ask for more than that. TCT

AT A GLANCE

The Dual Zone (DZ) CFX line is available in two sizes 75 and 95.
Dimensions: 18.6"H x 34.9"W x 19.5"D
Weight: 68 lbs
https://www.dometic.com/en-us/us/products/food-and-beverage/coolers/electric-coolers/dometic-cfx-75dzw-_-139576#specifications

Lots of ice cream fit nicely inside the Dometic and are nice frozen treats for the trails.

Photo courtesy of Dometic

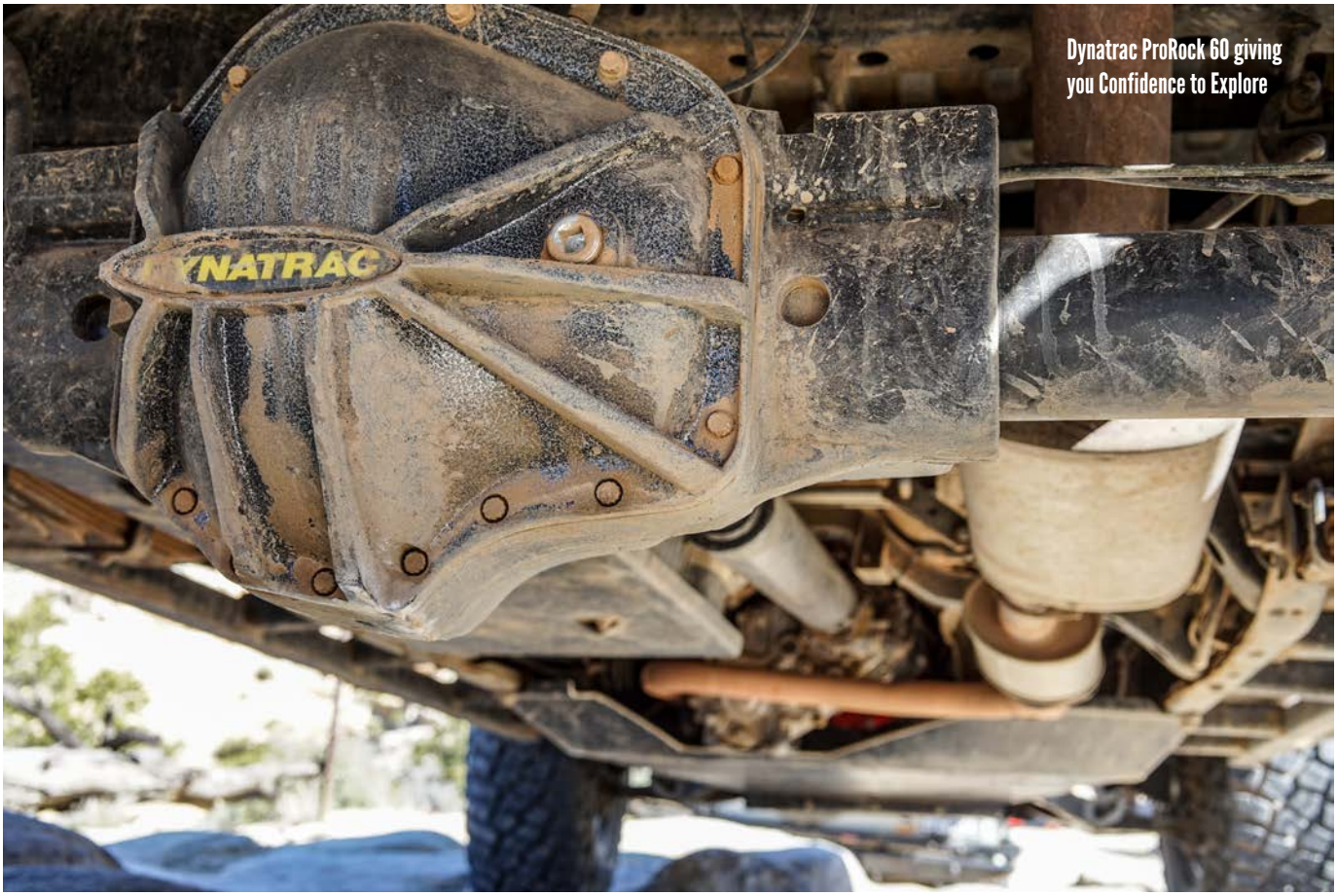


A few more things I have figured out: an eight pound bag of ice fits perfectly in the bottom of the freezer section.

REVIEW

By Bob Holliday

Dynatrac ProRock 60 for Tacomas



Dynatrac ProRock 60 giving you Confidence to Explore

As we get out exploring more and push our trucks to and beyond their limits, many of us have found the limits of the factory Toyota axles and gears. Whether it's from the stresses of rock crawling and harder trails, or the stresses of the added weight that overland rigs are now putting on their weaker factory driveline.

Dynatrac is no stranger when it comes to adding strength to off-road rigs over the many years. It was not until recent years when they had an option available for Toyota rigs. Unfortunately, they only offer a replacement axle for the 2005-2015 Tacoma, but lucky for me, I have a 2006 Tacoma. Originally designed for military applications, the ProRock 60 offers a significant improvement in strength without losing ground clearance (yes, you heard that correctly). **[1]**

Dynatrac offers their ProRock 60 as a builder kit. The basic package includes the axle housing featuring 3.125" diameter x

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.313" wall DOM tubing, stock width, leaf spring perches and factory location shock mounts. Dynatrac includes their beefy 35-spline 1.5" diameter, semi-float, USA-grade 1541H alloy axle shafts with a 6 on 5.5" bolt pattern. The ProRock 60 is setup to house a massive 9.75" ring gear and contains their Dual Sump High Volume lubrication system for optimal oiling. The housing and shaft kit will set you back $3,999 plus taxes and shipping. **[2, 3]**

To complete the package, Dynatrac offers a variety of differential and gear options as well as different pinion flange options. This build included an RD167 ARB locker, 4.56 gear set, and the optional Dynatrac flange to mate with Toyota u-joint bearing plate. Prices will vary depending on the options chosen. **[4, 5]**

If DIY is not an option for you, Dynatrac does have an option to complete the assembly work of the ProRock 60 for you. However, with a little time and willingness to DIY, you can assemble the axle in your garage and install in your driveway over a weekend.

ASSEMBLY:

Before assembly, there will be some parts to track down to complete the axle. OEM parts needed to complete the axle assembly include: left and right unit bearings, axle seals, O-rings, serration nuts and bolts, wheel studs, shaft gaskets, shaft oil deflectors and backing plates. You would also have to choose whether to reuse your drum brake components or install fresh brakes as well. **[6]**

After accumulating all the necessary OEM replacement parts, it's time to put it all together. The hardest part of the assembly is pressing all the axle shaft components together. First steps include pressing the wheel studs in. Line up the shaft gasket and shaft oil deflector, loosely insert the wheel studs, and press the studs in firmly. Be careful not to press in too far where the plates are distorted. **[7, 8]**

When assembly the unit bearings and backing plates, note there is a left and a right side and should not be mixed up. Disassembly afterwards is not a fun task. The instructions give a lot of insight on telling the two sides apart to make sure installation is done properly. There are four serration bolts that are inserted through the backing plate and unit bearing. These bolts will need to be pressed in one at a time. An O-ring is placed inside the retaining ring and lubricated before sliding onto the axle shaft. **[9]**

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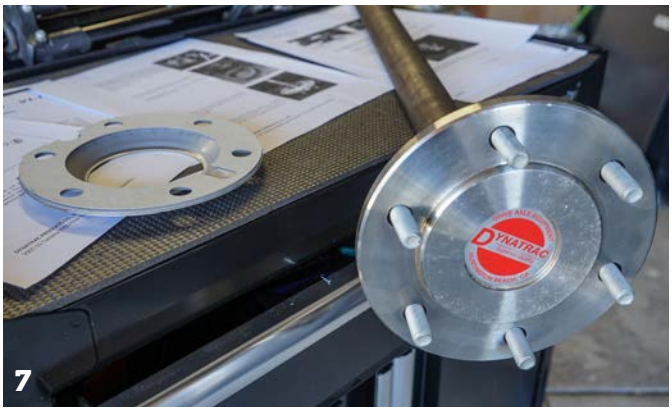

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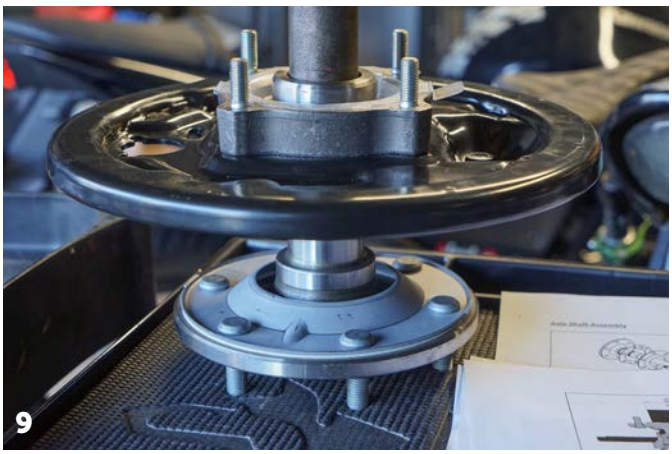
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On to the home stretch! Using a couple press tools and a press, press the retaining ring and bearing assembly onto the shaft. When pressing on the unit bearing, take note of the black ring. This is the ABS tone ring and can easily become damaged. If you have a pressure gauge on your press, the gauge will begin to spike when fully compressed. If no gauge, you'll have to use best judgement to determine when the assembly is fully pressed in. **[10]**

Congratulations! You now have assembled your beefy 35-spline axle shafts and are almost ready to put the axle together! All that is left is to install your axle seals and bolt in your axle shaft assemblies. The axle seals should end up flush with the tube ends. You can use some grease as an indicator to test the seal around the axle shaft where it meets with the axle seal to make sure you have proper position. **[11]**

Last step is to slide the axle shafts in and torque down the backing plate nuts to 27 ft lbs. There will be additional steps needed to complete the brake assembly which will be covered later. **[12]**

INSTALLATION:

Well, there's no easy way to put this, but nearly everything must come off in the back. Get the truck supported on some jack stands and start taking things apart. Shocks, brakes, brake lines, driveshaft, ABS sensor lines, e-locker connectors and U-bolts. **[13]**

To limit the amount of brake fluid loss, I picked up some brake line plugs that screw into the braided line leaving the hard lines on the old axle for removal later. **[14]**

Breather line can be disconnected and moved out of the way. If you have an e-locker, you'll disconnect everything. The wiring harness to the e-locker can be removed since you will not be using it anymore. You can leave the driveshaft connected at the t-case, just strap it up under the truck. **[15]**

At this time, you're nearly ready to swap in the new axle. First, you'll need to transfer over, or rebuild the drum brake assembly. Since I had replaced my pads and drums not long ago, I chose to reuse the drums, pads and brake cylinders. All spring hardware was replaced upon reassembly. The hardline can be reused, however, you will have to carefully reshape it in places since the differential housing is significantly larger. Not all hard line mounts line up on the new axle, so you may have to get creative to secure the hard line on the axle housing. **[16]**

Last steps of disassembly. Disconnect the e-brake cables from the drum housing and remove your U-bolts (remember, always use new U-bolts upon reassembly!). Your axle will be ready to drop out at this time, so have some stands ready. **[17]**

Here's a few side-by-side comparison shots of the

Toyota 8" e-locker axle assembly versus the Dynatrac ProRock60. Take note of the length difference to the pinion flange. This added length will require you to have your driveshaft shortened. Dynatrac offers a Toyota bolt pattern flange, so it will bolt up to the OEM driveshaft if you chose this route, but you will need to modify the shaft length. **[18, 19]**

Assembly is the opposite of disassembly. Lift the axle up to the leaf springs and line up the centering pins, install new U-bolts and torque to 37 ft lbs. (cross pattern while tightening). Shocks can go back on and reconnect the driveshaft. Reconnect your brake lines and bleed the system. Add fluid to the axle, and you're ready for the break-in period! **[20]**

BREAK-IN/MAINTENANCE:

As with any new gears, you should follow a break-in process. I've always followed 500 miles of varying speeds. The initial drives should be limited to 15-20 mins before letting it cool down. Highway speeds should be limited, but if necessary, stay in the right lane and keep your speeds down when possible. After 500 miles, it's time to swap the fluids and get on to the real fun!

Using a 12-point 5/16 socket, remove the differential cover bolts. I leave a few up top loose while the fluids

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Toyota Trucks & Trails is the definitive truck and SUV podcast for all Toyota fans. Hosts Jason, Rich and Andy walk and talk through everything from events, community spotlights, tech tips, trail repairs, recovery and more!

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Toyota Trucks and Trails podcast is a podcast for the Toyota truck enthusiast. Listen for free on iTunes or Google Play.

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are draining out. At this time, you can swap in a new gasket or apply new gasket maker. I have been using a Lube Locker gasket, so I do not have to mess with gasket maker anymore. **[21]**

With the new gasket in place, the cover can go back on and torqued down to 25 ft lbs. Best to tighten in a cross pattern, gradually increasing the torque as you work your way around. Using the main fill hole, fill with your favorite gear oil until fluid begins to come back out the hole. **[22, 23]**

Nope, not done yet. Up by the pinion, is another fill

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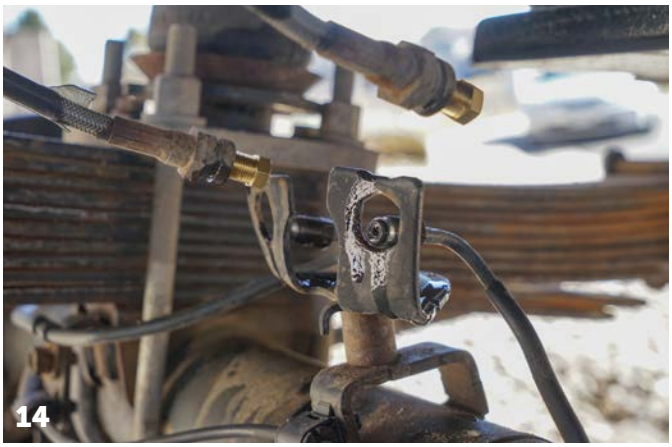
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hole that will need some attention as well. Once the rear hole has stopped flowing out, you'll need to add some additional oil in the forward fill hole. You will add oil until it begins to flow out the main fill hole again. Give it a few minutes to finish leveling itself out inside and plug the fill holes back up... **[24]**

Now it's time to go Explore with Confidence! **[25]**

For more information about the Dynatrac ProRock60, visit their website ***https://www.dynatrac.com/axle-assemblies/prorock-60-builder-s-kit-for-tacoma/prorock-60-for-tacoma.html*** TCT

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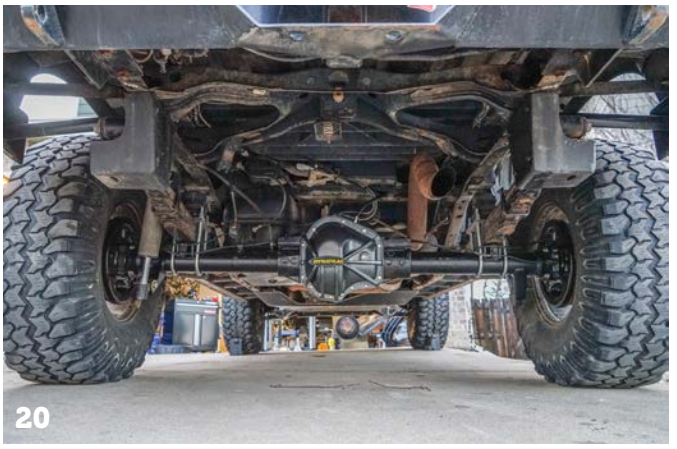
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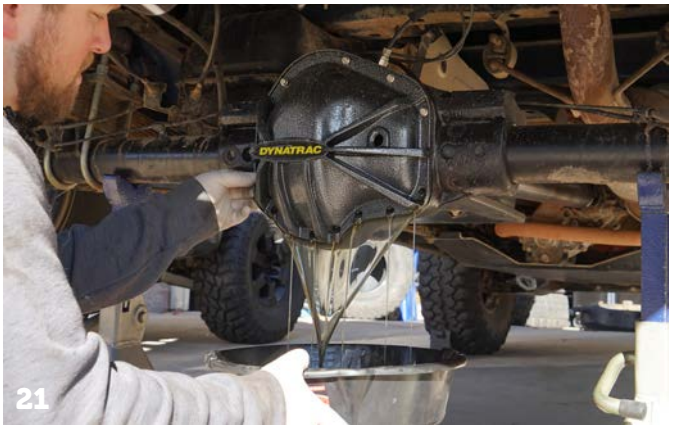

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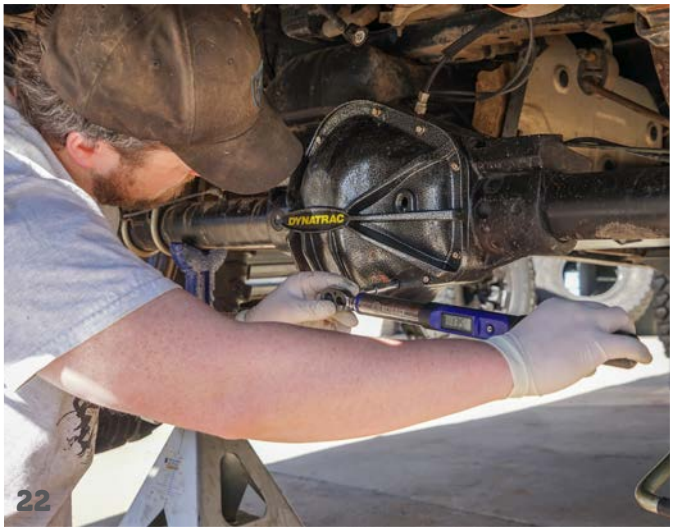

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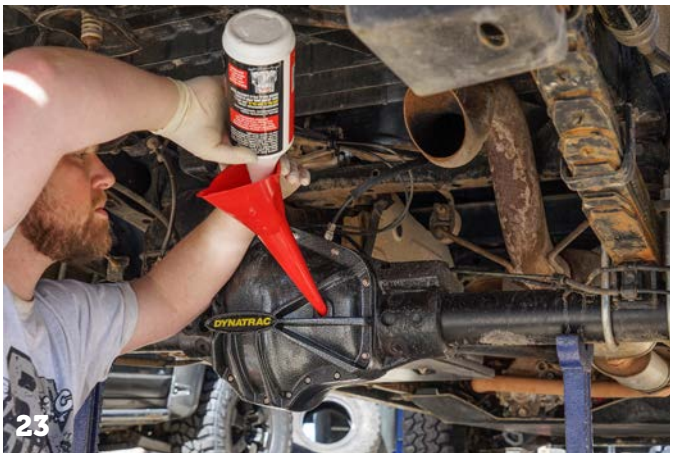

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By Kathy Locke

FJ Summit XIII

The annual event, held in Ouray, Colorado, was another exciting gathering of Toyota enthusiasts, adventure seekers, and amazing vendors. This year's event had other obstacles to deal with—mostly with Mother Nature

Another FJ Summit has come and gone and this year's event was unique in having to deal with Colorado's incredible snowfall from the winter and the aftermath of the numerous avalanches generated by it. Many trails were closed, diverted, or combined with other trails, while some trails started where they typically ended. Trails were still being bulldozed while attendees arrived and downed trees were everywhere as reminders of the devastation caused by these avalanches.

The winter in Colorado was brutal this year with a record amount of snowfall throughout the state. Many avalanches closed down mountain highways. Bomb cyclones circled Denver and surrounding areas causing record wind gusts and even snowfall above 7,000 feet on the first day of summer.

The amount of melting snow not only created elevated water levels but also incredibly green and lush surrounding forests and tundra.

Other than dealing with rerouted trails, it seems attendees still had a great time catching up with friends and enjoying the beautiful scenery we at *Toyota Cruisers & Trucks* get to call home. TCT

Opposite page: FJ Summit Trail Lead magnets; *This page top to bottom, left to right:* Jessica with Outer Limit Supply teaches a first aid class at the beginning of Summit; FJ Summit headquarters at Twin Peaks Lodge and Hot Springs; Baja Rack 4Runner; Pure Auto Parts; Radflo Lexus GX 470

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Opposite page top to bottom, left to right: Proffitt's Resurrection Land Cruisers first gen 4Runner; Toytec 4Runner; Outer Limit Supply booth; Bilstein booth, Rebelle Rally competitor Team Roads Less Traveled and their FJ Cruiser; *This page top to bottom, left to right:* Hefty Fabworks 4Runner and mini Tundra; Total Chaos booth; Nitro Gear booth; Icon Tundra; Prinsu Racks Tundra

This page top to bottom, left to right: Rad Rubber Design FJ Cruiser; Restop booth; FJ Summit attendees meeting up with their trail groups; Rebelle Rally competitors, staff, and sponsor, Total Chaos Fabrication, at the Total Chaos booth

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OVERLANDING THROUGH BRAZIL'S AMAZON RAINFOREST

Gorgeous part of the drive through the Amazon.

VAST AND WIDE, THE BLUE WATER STRETCHED SEEMINGLY BEYOND THE HORIZON, BUT THIS WASN'T THE OCEAN. We stood along the Tapajos River, in the heart of the Amazon. The river was 2.5 miles wide and a boat needed three hours to cross, a fisherman explained. I was blown away by the magnitude of Brazil, once again. Everything in this country is either big, or far away.

Text: Karin-Marijke Vis
Photos: Coen Wubbels

Getting your boat dry before paddling out is key.

Locals love spending their free time on the white-sanded banks of the Tapajos River. As it was Sunday, we settled in our camping chairs for some people watching. Late morning, the first truck got bogged down in the shifting sands. Instead of reversing, the driver gunned the engine. Only after the rear wheels had embedded themselves deeper in the sand did he admit defeat. He came to ask us for our tow-strap and connected it to his friend's car. However, at the crucial moment the battery of car #2 died. A third car joined the scene and was used to get #2 started, so #2 could pull out #1.

Always fun, Brazilians with their cars on beaches. Same spectacle, every Sunday. Over the years we've helped quite a few of them to get unstuck. Maybe they don't want to learn, or getting stuck simply adds to their idea of a fun outing. They are never bothered by the bog downs. No swearing, no harsh words. On the contrary, there is always banter and laughter. A fair amount of beer helps, of course. Eventually, they always manage to get home.

The Tapajos River gave us a place to relax after some 1,200 grueling miles of driving on unpaved roads and over rickety bridges through the Amazon Rainforest. Although, to be honest, we didn't see as much forest as we had expected. The Transamazônica, or Trans-Amazonian Highway, largely cut through regions burned down to make way for farmland and fields to raise cattle. The sight was utterly depressing.

The Tapajos River gave us a place to relax after some 1,200 grueling miles of driving on unpaved roads and over rickety bridges through the Amazon Rainforest.

We spent our days reading a book and took refreshing dips in the river (where we shuffled our feet through the sand when going in to prevent being stung by a stingray). One morning, I noticed the mosquito netting on a car window wasn't properly closed. It had a wide opening as if a hand had gone through it. Weird. The next night, a noise woke us up. I turned on the light and Coen spotted the long tail of a rat coming inside. Coen moved across the bed to get a better sight of the creature, thereby scaring the rat which escaped through the window, leaving (again, we assume) a big opening in the mosquito netting. The riddle had been solved.

The road to Santarém, once home to the Tapajos indigenous people

and today an important financial and economic center on the Amazon River, was being asphalted. Along the sides featured massive billboards and it was hard to imagine that we were in the heart of the Amazon rainforest. All forest was gone. That changed when we took a side road and meandered over dirt tracks to the settlement of Belterra, a place with American history. The picturesque white houses with red-tiled roofs date from the 1930s, when Henry Ford founded a rubber plantation to ensure his car factories had enough rubber for car tires. His first attempt, in Fordlândia, farther down the river failed, since he had picked a spot where for part of the year the water level of the river was too low and no boat could reach the plantation. He then founded Belterra, after having bought 600,000 hectares of forest from Brazil. He divided the plantation into blocks, each home to a rubbertapper who was responsible for his patch and who was paid according to how much he harvested. A few of the rubber trees remain for visitors to see, in a field adjacent to a small museum featuring black and white photos of that era. Belterra flourished only a short while because after World War II, synthetic rubber took over. Today there is a still a small rubber plantation nearby, owned by a Brazilian company, which provides work for the inhabitants of Belterra.

West of Santarém lies Alter do Chão, which lies at

Belterra, a place with American history, was founded by Henry Ford.

Tough section of the Transamazonica.

The Tapajos River.

the confluence of the Tapajos and Amazon rivers, and on our arrival the place was packed. People had flocked here en-masse for the annual Sairé Festival, which is one of the big spectacles in Brazil. During the day they splashed around in the cool, blue-green waters, dubbed by locals as the Brazilian Caribbean. The waterfront was lined with food stalls serving grilled meat and fish, as well as the typical Amazon shrimp dish called tacacá. Served in gourds, the combination of shrimp and green herbs is hot and salty. In the evening people gathered downtown for the Saraipora, a procession during which, in accordance with tradition, an elderly person carried the Sairé symbol (a shell in a semicircle with three crosses of the Holy Trinity) to a shrine where devotees sang and prayed. It was late at night when the 'real' spectacle began in the big stadium. Dressed up just as extravagantly as Brazilians are capable of during their Carnival Festivities in Rio de Janeiro, we watched a performance that told the story of the battle between the Tucuxi (grey) and Pink River dolphin – the Feast of Botos (botos = dolphin). We didn't know the details of the story other than that it had to do with good vs. evil, but the music, sounds and magic of the play kept us enthralled until the early morning.

WE DIDN'T KNOW THE DETAILS OF THE STORY OTHER THAN THAT IT HAD TO DO WITH GOOD VS. EVIL, BUT THE MUSIC, SOUNDS AND MAGIC OF THE PLAY KEPT US ENTHRALLED UNTIL THE EARLY MORNING.

After these days of leisure, good food and pageantry, it was time to hit the road again. We had a long way to go. We could take the same, partly paved road, back to Uruará, but that would take away the overlanding spirit, wouldn't it? We opted for the 'short-cut'. On the map it was the shorter line on paper that connected the two towns, but was it faster? And was that relevant, anyway? Not really, and so we took it. The first 50 miles were asphalted, after which a track led us into the forest. It was a gorgeous drive during which we meandered among the trees for at least sixty miles. Some

The Brazilian Caribbean; Alter Chão.

An extravagant, colourful and joyous spectacle in the stadium.

stretches consisted of dried clay that was hard as asphalt but bumpy so we—and the Land Cruiser —were shaken to pieces. In other parts the surface was softer, and we were gently rocked back and forth, almost inducing a sort of meditative state, until a stretch of hard surface roughly shook us from our peaceful state. We were delighted to still see massive trees, their canopies invisible among the density of all those trees, their trunks straight, shooting up as fast as possible to the sunlight, high up there somewhere.

But there was no denying reality: this was a logging trail. Left and right, paths were leading into the forest where trees were being cut. When all that was gone, they'd go for this main path as was the case on the last 25 miles to the Transamazônica, which had been entirely cut. After all I have seen, I have given up hope that the Amazon Rainforest will survive us all. It was such a sad thought to leave the region with, which at the same time had given us so much joy when traveling through it. TCT

In the evening people gathered downtown for the Saraipora.

By Shane Williams

Find more Toyota adventure inspiration

We know you excitedly await each issue of *Toyota Cruisers & Trucks,* we work hard on all channels to bring you the best inspiration for adventure and exploration as much as possible.

Of course, there are other excellent places to find inspiration while you're waiting for our next issue. The following list are some of our favorite podcasts, video series, and websites that are packed full of great stories of adventure.

Name	Articles?	Video?	Audio?	Where?
4x4 Podcast			✓	the4x4podcast.com
Brotherhood of Brew		✓		brotherhoodofbrew.com
Expedition Portal	✓	✓		expeditionportal.com
Expedition Overland	✓	✓		xoverland.com
Live To Explore	✓	✓		livetoexplore.co
Mountain State Overland		✓		mountainstateoverland.com
Off-Road Trailer Info	✓			offroadtrailerinfo.com
OutdoorX4	✓			outdoorx4.com
Pickup Truck + SUV Talk		✓		pickuptrucktalk.com
Rock Creek Overland		✓		rockcreekoverland.com
Toyota Trucks and Trails			✓	toyotatrucksandtrails.com

This list is also not all-inclusive, so if you have a site, blog, podcast, or series that you love—reach out to us on social media and let us know! We use these resources for entertainment, inspiration, and to help us find out what's new in the world of Toyota based outdoor adventure. *TCT*

P.S.

The Zaxyn Media team is also working on a new project related to the above, so keep your eye on the *TCT* Facebook and Instagram pages for more information.

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