

TOYOTA TRAILS



January/February 2015

A Publication of the
Toyota Land Cruiser Association
www.tlca.org



Tom Wood's



CUSTOM DRIVE SHAFTS



"The Best Drive Shafts in the World"



Trail Tested

Competition Proven

Show Quality

Extreme Rock Crawler - Stock Four Wheel Drive

4 X 4 Is Our Specialty

On the Web:

WWW.4XSHAFT.COM

Phone Toll Free

1-877-4X-SHAFT

Custom Drive Shafts As Easy as A,B,C & 1,2,3

STEP # 1 Type of drive shaft needed?*

*Note: Modified vehicles may require a type that is different from the original.

Double Cardan (CV)



May have flange at either end.

Conventional - 2 Joint



May have flange at either end.

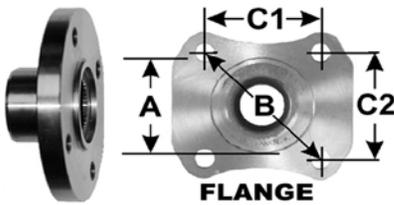
Reverse Slip



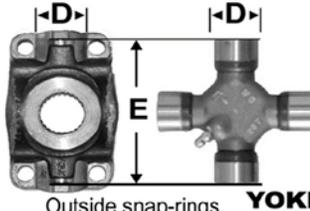
May have flange at differential end.

STEP # 2 Attachment at each end?*

*Note: May not be required on many applications.

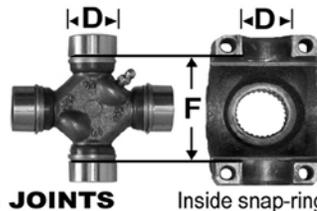


FLANGE



Outside snap-rings

YOKES & JOINTS



Inside snap-rings



REVERSE SLIP

A= Pilot diameter. B= Bolt circle diameter. C1 & C2 = Chord length D= Bearing cap diameter or diameter of half-round cutout in yoke. E= Width of universal joint or span between centering lugs. F= Outside edge of universal joint snap-ring grooves or inside span of broached surfaces on yoke. G= Tooth count of splines. H= Major diameter of splines.

STEP # 3 Measure for length*

*Note: Some applications may require measuring through the range of suspension travel.



-For the Best Quality, Service, & Guarantee

-Custom Built-

Finest Craftsmanship



-Contact Us- Phone, Fax or on the Web

-Free Shipping-

Shipped in 24 Hours!

2147 No, Rulon White Blvd. # 103 Ogden, Utah 84404

Toll Free US; Ph. 1-877-4X-SHAFT (1-877-497-4238) Fax 1-877-4X-JOINT (1-877-495-6468)

Worldwide; Phone 1-801-737-0757 Fax 1-801-737-0786



If you'd like to read *Toyota Trails* on your iPad, computer or other device, you can access a complete PDF of this issue (and the previous five issues) online. Enter the following username and password at www.tlca.org/members to access this content.

Username: Toyota

Password: Off-Road

January / February 2015

TOYOTA TRAILS

A Publication of the
Toyota Land Cruiser Association

Table of Contents

Trail Leader by Ross Woody	2
Trailhead by Todd J. Kaderabek	4
Happy Trails to Jennifer Lorincz by Nick Stone	6
Cedar Gap, Wyoming by Perry Loughridge	8
Tech Exchange with Robbie Antonson	9
Hole in the Rock Trail, Utah by Cameron Mosely	18
Big Bend—A Tale of Two Parks by Christopher Mann	20
Membership Application	29
Merchandise	30
A Bridge Too Far? by Karin/Marijke Vis	32
Truck Tech by Roger Brown	35
Chapter Reports	41
Multipurpose Voltmeter by Tony Konovaloff	42
Chapter Directory	44
10th Annual Southern Cruiser Crawl by Heather Royston	45
Premier Business Member Directory	50
Event Calendar	52
For Sale	52
Photo Shop	52



ABOVE: All you need is mud.

Photo courtesy of 1313Racing

ON THE COVER: The sun rises on Stan Gibson's 1995 Toyota Tacoma at the Guale 2 camp in Big Bend Ranch State Park, Texas.

Photo by Christopher Mann

Toyota Trails - Issue #1
Toyota Trails is a bi-monthly publication
Printer: American Web, Denver, CO

Canadian Post Publications Mail Agreement No. 40065056
Canadian Return Address:
DP Global Mail
4960-2 Walker Rd.
Windsor, ON N9A 6J3

A Publication of the Toyota Land Cruiser Association
7337 S. Hudson Way
Centennial, CO 80122
(800) 655-3810

Membership Services: (800) 655-3810

TLCA MEMBERSHIP

Individuals	1,785
Business	21
Chapter	763
Total Membership	2,606

MOVING?

Be sure to notify the TLCA of your new address. *Toyota Trails* is periodical mailed, meaning the post office won't forward your magazine unless you upgrade to the First Class option (\$15.00). Email memberservices@tlca.org, or call Karie Farr at (800) 655-3810.

The Toyota Land Cruiser Association (TLCA) and its publication *Toyota Trails* are not affiliated with or authorized by Toyota Motor Sales, USA, Inc.

**2015 TLCA
OFFICERS & COMMITTEES**

President

Ross Woody
513 Lockwood Drive
Vallejo, CA 94591
(707) 235-0247
rosswoody@earthlink.net

Executive Vice President

Perry Lowery
6911 Northridge Drive
Dallas, TX 75214
Plowery42@yahoo.com

Administrative Vice President

Nick Stone
6020 Lantana Lane
Fort Worth, TX 76112
(817) 455-5060
diesel42@sbcglobal.net

Secretary

Perry Lowery
6911 Northridge Drive
Dallas, TX 75214
Plowery42@yahoo.com

Treasurer

Casey Campbell
726 53rd Street
Des Moines, IA 50312
(641) 791-8044
(515) 314-3255
cmcampbell@gmail.com

Eastern Individual Rep.

Kyle Massengale
122 Chatham Circle
Madison, AL 35758
HOTSouthCruisers@gmail.com

Central Mountain Individual Rep.

Josh Marten
Flower Mound, TX
(214) 675-3530
joshmarten@hotmail.com

Western Individual Rep.

Marcel Clement
19271 North 78th Lane
Glendale, AZ 85308
(602) 206-4776
FJ40_LanderuiseR@cox.net

International Individual Rep.

Charla Downey
R.R#2, Site 13, Box 6
Red Deer, Alberta
T4N5E2
ratpuke@gmail.com
(405) 354-5505

Member Services

Karie Farr
7337 S. Hudson Way
Centennial, CO 80122
(800) 655-3810
memberservices@tlca.org

Marketing Vice President

Bill "Billybongo" Wright
P.O. Box 309
Oceanside, OR 97134
(503) 539-1705
billybongo63@msn.com

Advertising Sales Manager

Chris Hatfield
23600 E. Maples Hills Ave.
Parker, CO 80138
(720) 230-6951
hatfieldcb@yahoo.com

Toyota Trails Managing Editor

Todd J. Kaderabek
8 Corbran Drive
Fairview, NC 28730
editor@tlca.org
(828) 712-1982

Trail Leader

Hello everyone.

We have big news for our membership! After nearly 15 years of service to TLCA as a Delegate, Board Member and the last 10 years as Admin, Jennifer Lorincz is stepping down as our Administrator. Jenn has been in charge of all membership and other administrative duties, such as invoicing, receiving and distribution of *Toyota Trails*. She has served TLCA well over the past 15 years and is now ready to be just a "regular old member." Over the years, Jenn has adjusted her services to help keep TLCA functioning. Look for a complete article elsewhere in this issue.

We didn't have to look far for Jenn's replacement. I am happy to announce that Karie Farr has agreed to take on the new role of Membership Services. Karie will be combining the Admin. duties with the Webmaster responsibilities. If that Farr name sounds familiar, it's because her husband Matt is the current Webmaster. This is his second term over the last 10 years.

Karie and I had a chance to meet at the beginning of her contract, as she was in San Francisco for a conference. She and I discussed how we will transition both duties to her and let her settle in over the next 6 months.

Our goal is to have a web-based membership "portal" that will allow our members to have better ability to manage their account, including change of address, billing and renewal preferences. It will also allow greater visibility of the membership status to the TLCA officers.

My hope is that these improvements will help us retain our existing members and recruit new members. It should also make our website easier to access. We will additionally be able to anticipate renewal timing, which will allow us to have a better budget forecast.

I want to thank Stan Wright for his dedication to spreading the word about TLCA. Stan agreed to take on the role of managing Social Media for



TLCA at the beginning of 2014. In less than a year, Stan has moved our Facebook page from dormant to over 8,000 followers. He created our Instagram account and now has over 1,700 followers there. I have to give Stan all of the credit, as he has been the driving force behind the activity. All he needs now is your participation. Please send him pictures and information so that he can share it with our friends.

As this edition of *Trails* goes to press, we will have completed the nominations for the 2015-2016 Officers. Our existing Officers have accepted the nominations to their current office, with the exception of the Central/Mountain Rep., Josh Marten. Josh has served as the C/M IR for the past two years but can't continue at this time. If we haven't found someone prior to the December elections, I will go ahead and appoint someone for the remaining term.

Again, thank you to all for the support over the past two years. I look forward to the next term.

ROSS WOODY
TLCA President, Member #7,704



The 12th Annual

Lone Star Cruiser Round Up

Texas Style Land Cruising * BBQ * Live Music

*Y'all come join us in
the Heart of Texas for
our legendary event*



March 12 - 15, 2015 • Katemcy Rocks • Mason, Texas

We've got something for everyone, Rock Crawling, Expedition Runs, Texas BBQ, Live Music on Friday Night, Raffle and Children's Raffle on Saturday and more.

This year we are expanding our "wagon friendly" expedition runs.

For more information and to register visit www.LSLC.org

Toyota Trails

Publishing Office
8 Corbran Drive
Fairview, NC 28730
(828) 712-1982

Managing Editor
Todd J. Kaderabek
editor@tlca.org

Design and Production
Evolutionary Graphics
charlie@evolutionarygraphics.com

Technical Editor
Robbie Antonson: techeditor@tlca.org

Advertising Manager
Chris Hatfield
(303) 324-8751
hatfieldcb@gmail.com

Editorial Submissions to:
Toyota Trails
8 Corbran Drive
Fairview, NC 28730
editor@tlca.org
(828) 712-1982

Truck Tech Editor
Roger Brown
P.O. Box 61092
Sunnyvale, CA 94088-1092
Phone: (408) 247-0422
Fax: (408) 247-1246
r.c.brown@ieec.org

Advertising and Editorial Deadlines
January/February issue, due November 15
March/April issue, due January 15
May/June issue, due March 15
July/August issue, due May 15
September/October issue, due July 15
November/December issue, due September 15

Business Advertising:
Space must be reserved by above dates.
For rates and specifications
call (303) 324-8751 or
E-mail: hatfieldcb@gmail.com

Classified Ads:
See "For Sale" section
for rates. Ads run for two issues.

Editorial contributions are welcome and should be accompanied with SASE for return of materials. Information in this newsletter is from varied sources and TLCA gives no warranty nor claims responsibility as to the accuracy or completeness.

All submissions to Toyota Trails may be published by TLCA in different media. TLCA holds copyright over material published in Toyota Trails, on the web and in promotional materials manufactured by TLCA.

All material published in Toyota Trails is protected by copyright. No material can be used or reproduced without express permission of the Publisher.

Printer:
American Web, Denver, Colorado.

Canadian Post Publications Mail Agreement No. 40065056
Canadian Return Address: DP Global Mail, 4960-2 Walker Road, Windsor, ON N9A 6J3.

**A Publication of the
Toyota Land Cruiser Association**
7337 S. Hudson Way
Centennial, CO 80122
(800) 655-3810

Membership Services
(800) 655-3810

Trailhead



It's interesting how a group that is so enthusiastic about modifying our vehicles is otherwise so resistant to change....

I get it though. Change is scary. Humans tend to prefer the status quo—but life doesn't always work that way. In fact, life seldom works that way.

We've seen some change within the TLCA in the past few months. Our longtime Administrator, Jennifer Lorincz, is no longer with us. Jenn served in that role longer than anyone in my recollection and did a fantastic job throughout. She accepted phone calls at all hours of the day and night, patiently walked people through the membership process and was always available to assist me in the role she played in the publishing of this magazine. And like most of us, Jenn additionally had a real job.

Jenn immediately contacted me to tell me that she had been replaced. She seemed very much at peace with the decision and was ready to transition back to being a "regular" TLCA member. I'll admit that I considered that aspect of her new status with some degree of envy. That was a long time ago for me.

I've said it before but songwriter Steve Earle probably put it best when he penned the line, "One thing change will bring is something new." That is certainly the case with the TLCA and I wish a warm welcome to Karie Farr in her new role coordinating member services. I've worked with Karie in the background for some time—and you may have surmised that she is Matt Farr's spouse. Karie has been working on the digital edition of *Toyota Trails* for quite a while now and I look forward to the expansion of her role in that process.

The other thing that change will bring is a lot of email and phone calls. I've had many people reach out to let me know how sorry they were to hear that TLCA was no longer going to publish the print edition of *Toyota Trails*. My response was that I was sorry to hear that as well—and that I had not heard it prior.

Could it happen?

Could *Toyota*

Trails become an

online and tablet-based magazine with no printed option? Sure. Could my role evolve? Absolutely. Could someone else take on my responsibilities? Yes. Anything is possible.

That is what TLCA is working on now—the possibilities. The options. As soon as those options are defined to me, I'll let you know. But you'll probably hear before I do anyway....

In the meantime, I'd recommend a calm and considered approach. Being prepared for change makes transitions easier. They make more sense. And if change never happens, what did you lose by being prepared?

Think about it this way. What if you never changed the fluids in your Toyota vehicle? You'd still have a Toyota but it wouldn't work very well or for very long.

Be safe.

TODD J. KADERABEK

Fairview, North Carolina

CABE TOYOTA Since 1966

Long Beach, California

- Sales
- Service
- Parts

Toyota Restoration Parts Specialists

- OEM & JDM Parts
- Reproduction - Weather Stripping
- **TRD** Performance Parts

Member of:



&



Specials

FJ55 REPRODUCTION 1/4" GLASS SEALS

These FJ55 cargo weather strips are an excellent reproduction of the originals made with high quality materials for factory quality fit and durability.



\$115.00 Each + Tax
OR **\$220.00** Per Pair + Tax

-DEALER INQUIRIES WELCOME-

Limited to stock on hand. Prices subject to change without notice.

FJ55 TAILGATE UPPER GLASS SEAL

An excellent quality reproduction made with superior materials for even better durability than the original.



\$219.95 Each + Tax

-DEALER INQUIRIES WELCOME-

Limited to stock on hand. Prices subject to change without notice.

2895 Long Beach Blvd. • Long Beach, CA 90806

www.cabetoyota.com
1-877-803-2223



Sales Department

Mon - Fri 8:00 AM - 8:00 PM • Sat 8:30 AM - 7:00 PM
Sun 9:00 AM - 7:00 PM

Service & Parts Department

Mon - Fri 7:00 AM - 6:00 PM • Sat 8:00 AM - 6:00 PM

MARLIN CRAWLER, INC



**ALL NEW! FJ80
Low Range Gears**



**New & Improved
USA 4-Bar Sliders**



**Land Cruiser & Pickup
USA Body Mount Kits**



**We build & install
Split Case Crawlers**

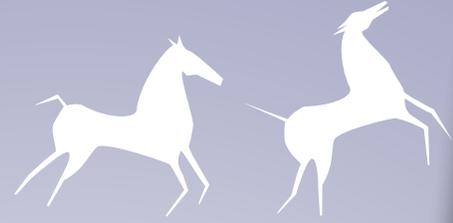


**Now Open
6a-6p PST
Call Toll Free
(888) 94-CRAWL**



Visit us at <http://www.MarlinCrawler.com>

HAPPY TRAILS TO JENNIFER LORINCZ



After fifteen years of service to the TLCA Board of Directors, Jennifer Lorincz is moving on. Jennifer has served TLCA as a chapter delegate for four years, as the Executive Vice President for two years and as our Administrator for nine years.

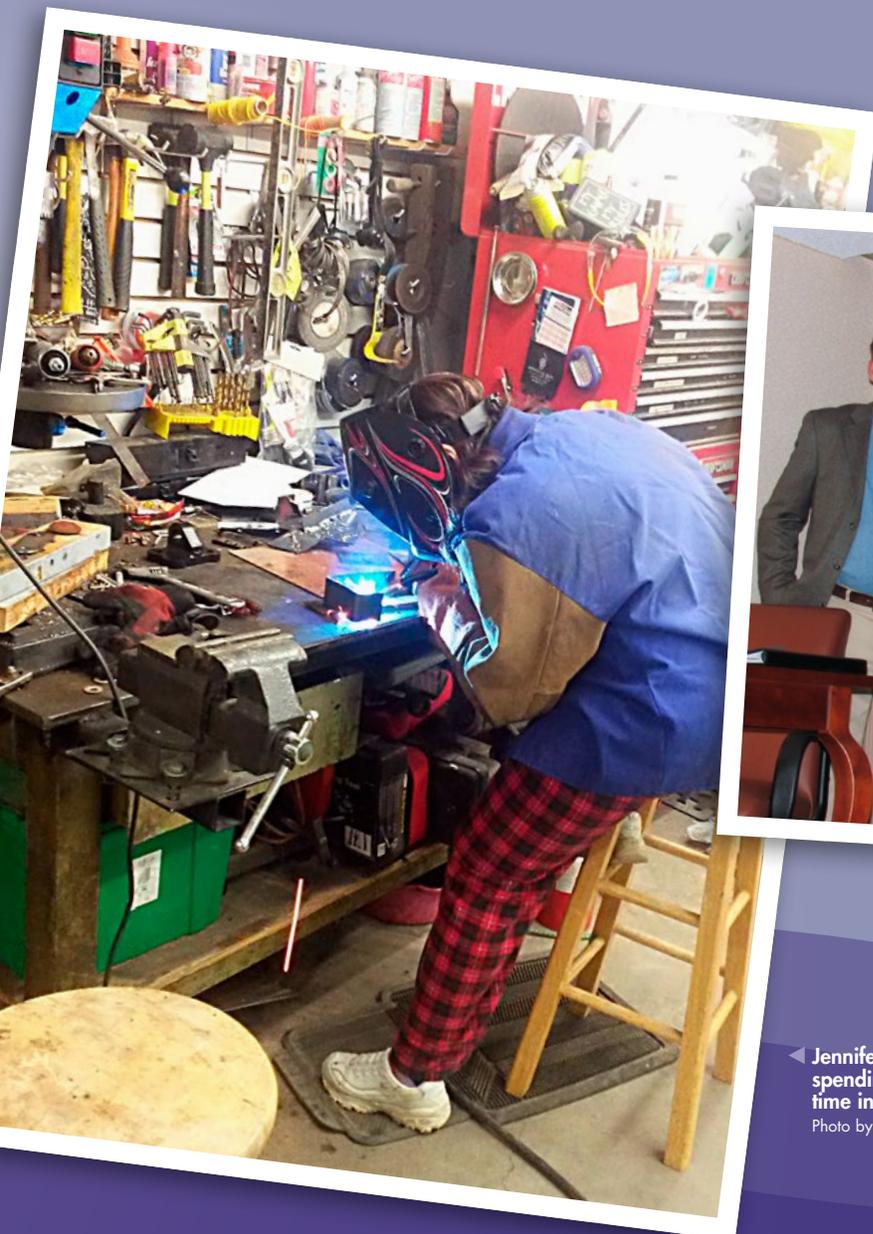


▲ Jennifer Lorincz, Erik Christiansen and Peggy Sears, enjoying their time off-road.
Photo by Kyle Henderson

by Nick Stone



▲ Jennifer Lorincz with one of her many Land Cruiser projects.
Photo by Erik Christiansen



▲ Erik Christiansen, Alan Loshbaugh, Jennifer Lorincz, Casey Campbell and Nick Stone, gathered in St. Louis. Photo courtesy of Nick Stone

◀ Jennifer Lorincz spending quality time in the shop. Photo by Erik Christiansen

Like many of our Board members, Jenn is a true off-road wheeler with a practical vision of what it takes to maintain and serve TLCA. In the background, Jenn has quietly helped in planning events; assuring events are covered by insurance; and making certain that event advertising appears in *Toyota Trails*.

Additionally, Jennifer revitalized the TLCA store and championed it with a fulfillment house after we lost the dedicated service of Tony and Cindy Twiddy, who operated the store out of their garage. In many ways, Jenn has implemented a "business vision" that many people talk about but could not execute on their own.

Jennifer has successfully worked under four different TLCA Presidents and maintained the credibility and integrity of the TLCA in spite of declining membership and waning resources. Jennifer sees the TLCA as family and always counseled the Board of Directors

that Cruiserheads are the only acceptable members of the Executive Board. Simply put, there is too much work for an outsider to succeed at the rate TLCA can afford to pay. Without a personal commitment, the job cannot get done.

Jenn and partner Erik Christiansen now plan to focus on their trucks and activities—and not worry as much about everyone else. Everyone on the Board looks forward to seeing Jenn and Erik on the trail and we all want to say a big "Thank You!" for looking after the business of TLCA for so long.

So what happens next? Glad you asked. Karie Farr has accepted a new position that combines the old Administrator job with the Webmaster job. Karie is developing a plan to streamline membership and to close the store. The store has not been successful for



▲ Jennifer Lorincz with her other off-road vehicle, Apache. Photo by Debbie Asher

several years due to declining sales and lack of interest.

Check the TLCA website and stay tuned. TLCA is making changes to improve membership and encourage participation.



James Kreiger's FJ Cruiser leads the way through Cedar Gap, near Shoshoni, Wyoming.

PHOTO BY PERRY LOUGHRIDGE



Send technical questions to:Robbie Antonson,
TechEditor@tlca.org

Tech Exchange

with Robbie Antonson

Hello and what a wonderful way to end the year. The weather here has been great, with very little drama this year. We just had our first real snow event and it has lasted for a week. Nice for me but not so great for some others. I hear complaints about this and that when the weather turns cold. I thought I had it all sorted out this year for an easy transition. I have about 2-1/2 cords of wood ready for the winter.

All the vehicles are set for winter with oil changes and winter tires installed. I changed the battery in my daily driver (a 4-1/2 year old, VW factory battery) but it could have gone longer. The VW forum I go to had mixed results on the battery. Average was about 3 years. While I may have gotten more time out of it, the fact that it was a sealed battery with no way to get in concerned me. It had a vent and still could lose fluid through vapor loss. So I took care of it. Well, I think you all know how much I harp on maintenance (at least members that have been reading for a long time) so no surprise there.

No matter how much maintenance or prep work you do to make life easy, something comes along to throw a monkey wrench into your plans. My wife's 2007 4Runner, with 140,000 miles on it, started making a rotational noise and vibration, at wheel speed only on very cold days and only in 4-wheel drive, full time mode. Typically it started above 25 mph and continued down to 5 mph or less. It could not always be reproduced.

This 4Runner is the 4-liter with the multi-mode system. My wife has complained before about this happening. I have checked it out previously but somehow it never produced the symptoms for me. It sounds like it is coming from the rear or center of the 4Runner

(transfer case, maybe). Well, it was snowing and we were in town on separate missions. I ended up leaving it at my crowded shop (soon to change in December), where it will be looked at on Monday morning. I am hoping it is something simple but my gut is telling me it is more. For the noise to only come when it is in 4-wheel drive in very cold weather, it is not easy to diagnose.

I drove it around hoping something would just bust. Then I would know for sure what was wrong because it comes and goes, with no rhyme or reason. Anyhow, I will know soon enough or something will break. I have checked the parking brake, the disc brakes all around (braking has no effect). I have looked at the CV's up front, the u-joints in the past and the play at the transfer case. All have been serviced at proper intervals with synthetic fluids. So sometimes it does not matter what you do, stuff will show up.

I heard a story from a reader about how he had stopped to help a buddy with his fourth generation 4Runner. It would not start. They fiddled around with it, doing normal things to try to figure out why it would not start but the engine would crank over. Well, a Toyota tech just happened to drive by and saw these two gentlemen trying to start this 4Runner. This tech pulled the key out of the ignition, closed the doors and locked the doors with the key fob. He then unlocked the doors, stuck the key into the ignition and it started. Somehow the security computer got confused. The tech explained that it happened often and that the sequence of closing the doors, locking and unlocking the doors will sometimes reset things and allow you to start the vehicle. So here is another helpful hint to put away in your filing system, to try when your electronic security systems will not allow you to start your vehicle.

My oldest daughter had a 4Runner that would regularly lock her out. I did not have a computer to interface with the security system on these newer Toyota vehicles (I still do not). Her keys could be in the ignition and even in the on position, if she closed her door for just a couple of minutes, it would lock her out.

I have also had this happen to me with a couple of customer vehicles. I currently do not leave any keys in a car when I get out. You never know. What brings this up for me is that in this last snowstorm, a nice lady at a gas station had left her keys and phone in her Subaru wagon and got out to put gas into it. She was locked out and did not have a key outside the vehicle anywhere. I helped her call a locksmith and wished her good luck with the rest of her night. While I love the central locking system in my newer vehicles, you need to have a backup key somewhere. These computers, while wonderful, can create some glitches under weird circumstances.

This lady with the Subaru had never had issues; she has had the vehicle for 2 years. She noticed a couple of weird things happening with the interior lights recently and had not taken it to someone to look it over. And bummer, she was locked out.

My oldest daughter never made the effort to take her 4Runner in to get it looked at by a dealer. She was locked out many times and after the first two or three times, she always kept a key outside on the frame of her 4Runner—instead of taking it in to get diagnosed. Funny how we are about some things....

I hope your holidays went well, with lots of good friends and family time. Hope the winter is treating you well and your Cruisers and Toyota products are motoring through

the snow to some far off destinations for you to have some R&R time away from the stress of life.

Happy New Year and may God bless us all.

FJ62 Steering Issues

Hi Robbie,

We have a 1988 FJ62 and are bit-by-bit restoring the truck. It drives and the family loves it but we need to keep restoring as we have funds.

There is a good bit of play in the steering. Turning the wheel is sloppy, in that you need to over steer back and forth as you drive.

Can you give me a "road map " to the steps that we should be taking to rebuild the steering? I have never worked on steering like this before and really need to know a step-by-step plan of where to begin to get the steering back tight and safe for the kids.

Thank you!

Henry R. Taylor, Member #22,689

Hello Henry:

How many miles do you have on this Cruiser? The steering consists of the tie rod ends, drag link ends and the steering box itself. Then there is the axle and the knuckle or kingpin bearings.

Do you have a service manual yet? If not, I would suggest you obtain one if you are keeping this Cruiser for a long time.

How are the wheel bearings? Are they adjusted properly? If not, steering and braking will be greatly affected. I typically take the top of the wheel in my hands and shake the wheel hard back and forth. If I feel a popping, the wheel bearings are too loose and need to be tightened or serviced. This loose wheel bearing can also be detected by having to pump the brake pedal a bit to get a good pedal feel. A service manual is recommend to help adjust the wheel bearings.

Tie rod ends (these are at the end of the rod that ties the two knuckles together) are checked by pushing down or up on the solid end (typically will have the grease fitting on the hard end) and checking for the amount of play. If you have more than 3/16" play,

then you have too much play and the rod ends need to be replaced.

The drag link goes from the steering box to the opposite knuckle. If these are the spring-loaded style, then you can adjust them. If they are like the tie rod ends, check them like you would the tie rod. To adjust them, you need to remove the cotter pin with a big screwdriver (sometimes with a wrench), take the screw to its stops, then back out about 1/2 to 3/4 turn, then put the cotter pin back in.

The steering box has a 17 mm nut to loosen and a big slot for a screwdriver. This takes a bit more experience to adjust but you can typically loosen the screw a half turn at a time. What you are looking for is steering wheel play of about 1-1.5" on the outer section of the steering wheel. I typically will not adjust these unless I have the special sealing washer on hand in case it leaks after I adjust it. If the seal is damaged, the high pressure of the power steering pump will create a leak.

Last on my list for steering issues are the knuckle bearings. I will typically test with a floor jack by jacking up the front axle until both wheels are off the ground. With the key in the ignition to allow the steering wheel to move, I will rotate the wheels from full lock to full lock in both directions, feeling for how smooth the knuckle bearings feel. If this feels notched or bumpy in its movement, the bearings in the knuckles are shot. At this time, you will need a full axle service, where someone strips the knuckles off the axle and rebuilds it all (takes a long time, lots of cleaning time usually). Loose knuckle bearings can cause a wandering feeling, maybe not quite what you are describing but a loose feeling nonetheless.

If your Cruiser has not had much work done, then you could suspect a combination of any of this stuff creating your issues.

Typically the wheel bearings need to be repacked every 25-30,000 miles and inspected every 15,000 miles (and may need an adjustment). Toyota recommended an axle service every 50,000 miles but typically this does not happen until it is closer to 100,000 miles. The gear lube in the differentials was to be changed every 30,000 miles (in the transfer case and transmission as well).

If this seems over your head a bit, a manual will help. Otherwise find a local club member to help you. *Toyota Trails* has a listing of the clubs in the different states. If you are not a member of a local chapter, then this is a good time to get acquainted with some of the local people that like to help.

Later.

Robbie

Radiator Follow Up

Hi Robbie,

It may be too late for Ron Dunn but someone may use it. I have called my friend, Hiroyoshi Ueda in Japan, and according to my very poor knowledge of the Japanese language, this is what I understood. Toyo is a company somehow independent of Toyota Motors (known formally and pronounced in Japan as Toyo-Da).

Toyo supplies car parts in Japan. They also make Toyo batteries, etc. The radiator that Ron has is a radiator made by Toyo for very hot weather and most likely it ended up installed in Ron's FJ40 and shipped to the States since at that time, there was no strict control from Toyota as to where a specific vehicle will arrive or be imported from another country.

My 1981 FJ40 came with the regular radiator, part number 16400-49396. When one of the former owners requested the optional A/C, they had to replace it with bigger radiator, along with the radiator base supports in order to gain space for the A/C condenser and a bunch of other parts. The part number for the bigger radiator is 16400-61051. I have no idea if it is still available.

I hope this is helpful.

Guillermo Lozada

Drivetrain Length Measurements

Hi Robbie,

I was reading the tech column in Toyota Trails and noticed that you were trying to figure out the drivetrain length of a 1HD-FT and H151. I happen to have that combo in my shop for a future conversion so I took some

rough measurements for you in case you still need them.

1. 1HD-FT fan to bell housing, 36.5"

2. H151/hf2a bell housing to output flange (100 series style with no viscous coupler), 40"

I hope that helps. Keep up the good work as Tech Editor.

Tor Slinning

Worn Out Suspension

Hey Robbie,

I hope all is well. I have a 1977 FJ40 with a 2.5-inch BDS suspension. The 40 had a very nice ride both on and off road. I added an auxiliary fuel tank in the rear and a bumper tire carrier. I noticed a sag in the suspension and even worse when I would add my trailer. I added an add-a-leaf and regained some height but certainly stiffened the rear suspension. Now I am noticing a very choppy ride in the front. Every bump is felt and the front end feels like it is getting some air when going over bumps.

I bought the truck in 2005 and the shocks are nine years old with maybe 20,000 miles on the suspension.

Would I be wasting my money by just changing the shocks and seeing if new shocks control the ride better?

Thanks.

Mike Smith, El Paso, Texas

Hello Mike:

The first thing that stands out to me is that the suspension is now not really set up for the extra weight of the fuel tank and tire carrier. Did you contact BDS to see what it may cost for a suspension set up for the extra weight? Or did you just find some add-a-leaves and throw them in? Are these add-a-leaves designed for the extra weight of the goodies you added?

If the rear did not come up to the original height, then I can see where the front is not happy because you have put a bunch of weight on the rear of this short wheel based Cruiser.

Yes, nine-year old shocks may not be working great at this time. Is the suspension also

nine years old? How many miles has this suspension served you? If it is more than 60-80,000 miles, then it may also be time for a new suspension. This stuff does not last forever.

One thing I would suggest for returning the rear to original height with the extra load may be a set of air bags in the rear. While I have not seen a specific set of air bags for a 40, I would think you could find an air bag setup that would help with all that you are adding in weight to your FJ40. Previously, some people used shocks that you could pump up with more air pressure to take on the load and put the rear at a proper height.

I think there may be some solutions to what you want and just putting on new shocks will help some but will not cure your problem. I believe you need to rework your suspension to handle the modifications you have performed.

Robbie

Relocating the Battery

Hi Robbie,

I would like to relocate my battery from the fender to the former location for the heater in my 1974/1978 FJ40 Land Cruiser. I'm in So Cal so I don't use the heater much. Can you recommend a supplier that has a battery tray that will bolt to the existing heater holes and is there anything else I should be aware of for doing this?

Thanks.

Andy Melzer

Hello Andy:

So this location is inside where the heater core is or where the blower motor is on the firewall? I would not think having a lead acid battery inside where the heater core is located would be a good idea. Many things could happen in an accident with the battery inside.

But if you were meaning where the blower motor is on the firewall, that could provide a nice location if you remove the blower motor. No, I have not seen any battery trays that would bolt into either of these locations. I would think a good fabricator could make something fairly quickly. It would be a custom piece. You would need to re-run wires

and such, which is not that big of a deal (that is, if you have the skills or do not mind paying for a guy to rewire the system). For this custom work, check with local guys in your club and see who they recommend to do the work for you. If not, *Toyota Trails* has a vendor list that may have someone near you that can help.

I heard that you have not had the need that often for a heater but I can think of many dangerous situations where not having a way to blow air across the windshield may create an accident: fog, a cool damp morning and snow in the mountains above the coast. Rainy days create problems as well. Rain happens almost everywhere.

I do not know of any laws that would prevent you from disabling the blower motor or heater (you may want to check with local laws).

I hope this is helpful for you.

Robbie

Power Hungry

Hello Robbie,

I am in the process of restoring my 1978 FJ40. The mechanic has sent me out for a new alternator.

Toyota has no new alternator. Refurbished alternators are only 45-amp. I was looking for 100 amps. FJ40 people say you don't need 100 amps. The 100-amp alternator I got did not fit due to the ears or legs or tabs that bolt the alternator on to the vehicle engine. I need the original size and ears or tabs to be compatible to bolt it back in place.

I hear the Mean Green alternator is a great product at \$300-\$400. So the question is, how many amps for my FJ40 with stereo, new AC, iPod and extra running lights? Yes, I'm a girl so I may still need amps for my curling iron.... The question is the brand, size, serial number or something that will fit in the bolt on position and the amps that will not burn out in a few years.

I also hear you can get GM alternators all day long. So which one? I hear the original 45 amps burn out quite quickly. I also heard that the refurbished alternators that have added more amps don't last long either.

This is all dual flux capacitor to me but I am trying to learn. I appreciate your help.

Stacey Leal

Hello Stacey:

I would think about all the devices you are looking to run at one time. Are your current headlamps still stock? If so, they will be about 55 watts on high beam and you have two of those. Radios really do not take that much unless you are creating earthquakes as you are running down the road. Maybe the total radio drain is 120 watts. Blower motor will take a few amps but typically no more than 120 watts (10 amps, 12 volt). Windshield wipers will typically only take about 120 watts as well (like the blower motor).

So what else? The running lights, blinkers, maybe another 50 watts of power (10 of them, 5 watts each, way too many, but hey). So I add up about 500 watts of power. A 45-amp alternator will put out that much: 45 X 13.6 to 14.1 volts, 612 to 634 watt of power).

Now the battery is the ballast for all of this. If you run too many watts of power off the battery and the alternator cannot keep up, the battery runs down. But when the load is off, the battery charges up.

So what I would suggest to you is to add up all the stuff you will be thinking of using, such as, what are the extra lights you are using (best are LED or HID low amp draw)? How much power are they going to use? If you use more than the 612 to 634 watts of power, then I would look at a different alternator.

Yes, the Mean Green alternator has a good reputation. But as people have suggested, they typically do not last as long. 100,000 miles vs. 200,000, so how many miles will you put on this Cruiser? I personally would not use the GM alternators that are a close match to the Toyota alternator. They were not built as well as the Toyota alternators of the same vintage and will not last as long either (50,000 miles or less).

So for me to suggest what model for you to use, please let me know if the engine is the stock 2F and where the alternator is located on the engine. Lower on the block, passenger side, driver side, more to the top of the cylinder head? If you go to a bigger case,

will the mechanic that is doing the work fab up brackets to work?

One other thought for you. Local to me is an Auto Electric store that rebuilds old alternators. He can typically rewind my stock alternators for 10-15 amps more than the older stock alternators. Maybe you have an Auto Electric rebuilder close to you and he can rewind your alternator for you, with more power.

Hopefully this all helps.

Robbie

Replacement FJ62 Seat Options

Hi Robbie,

I have a 1990 FJ62 Land Cruiser that I have maintained and updated over the years. It's been an amazing vehicle. The one thing I've never been particularly impressed with on this vehicle is the front seats. They never offered much support. Even when new, the side bolsters are barely there at all and as they've aged, these issues have become worse.

In the world of Porsche's (my other vehicular passion), often parts from one model can be directly bolted on to another model. My question is whether there are any seats from other Toyota's (particularly newer models), which can be used as a bolt-in replacement for the seats I currently have in place.

Thanks!

Eric Jones

Hello Eric:

First, I have not really seen many 60 series owners use other seats from other Cruisers. They typically have been Recaro and other aftermarket seat brands. I do agree that the 60 series seats are not very comfortable for long periods of time.

As to if some of the newer seats can be adapted, they might be able to, if you remove the mounting brackets from the old seats to adapt to the newer ones. From what I have seen, the brackets are the biggest differences. Most seats have tracks that allow the seat to move back and forth to accommodate the length of a person (some even go up and down as well). This track can be

stripped of the mounting brackets and then mounted on the old bracket that will bolt to the floor of the Cruiser.

Most of the modern Land Cruisers come with electric seats and may not work very well with these brackets. You will need to add a wiring circuit to accommodate these functions. I would think you would also need to take into consideration the width of the seats, as vehicles have grown wider and the seats in the Land Cruisers seem to have grown wider as well. A couple of Toyota vehicles to consider for the transplant are the Tacoma trucks and 4Runners. These seats may be more to your liking, as they may fit the frame better. I am just guessing here but they seem to have done a different style of seats in these models of vehicles.

I hope this has been helpful.

Robbie

Final Details on an FJ62

Hi Robbie,

We have a 1989 FJ62. The ride is very, very rough. Each bump in the road is a jolt through your body. Can you suggest or recommend a good replacement suspension for a 1989 FJ62 with no lift on it?

The one last thing that I need is to replace the face of the instrument panel. Someone broke a window (found a replacement for that) and stole the radio while it was at college with our oldest son. In the process of ripping out the stereo, he broke the face of the instrument panel in two. I need to find a replacement face. Do you have any suggestions on where I should look for this part?

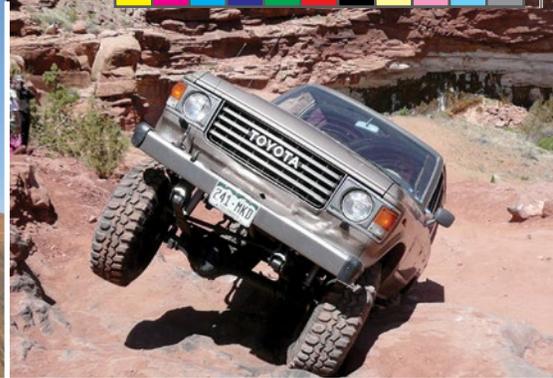
Thank you!

Henry R. Taylor, Member #22,689

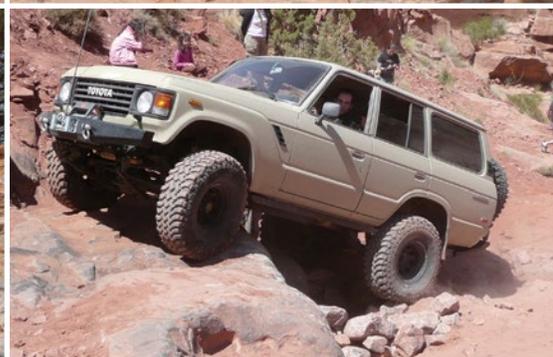
Hello Henry:

I have not found a stock height suspension for the 60/62 in a long time. About the only way you can is to have a spring maker fabricate them. I would not suggest they re-arch the springs, as they will just fail quicker.

If you really want a stock height suspension, then I will point you in that direction. There may be a spring maker in a bigger city close to you. There is a place in Grand Junction, Colorado, that makes springs:



CRUISE MOAB
 Tuesday, April 28 - Saturday, May 2, 2015
 Online registration begins in January at:
cruisemoab.com
 It only happens once a year. Be a part of it.



metaltech
PROTECTION...EVOLVED.

MANUFACTURERS OF HIGH-PERFORMANCE BUMPERS, SLIDERS, ROLL CAGES AND OTHER OFF-ROAD PRODUCTS FOR TUNDRA, Tacoma, FJ CRUISER, 4RUNNER AND LAND CRUISERS.

PROUDLY DISTRIBUTING:
TOTAL CHAOS, ICON, RADFLO, SWAY-A-WAY, IRONMAN 4X4, ARB, TJM, RIGID AND MUCH MORE!

METALTECH4X4.COM | 800.839.0684 | 2700 E 9TH ST. - STE. 200 - NEWBERG, OR 97132

Alcan Spring (www.alcanspring.com). I am sure there may be some one closer to you who makes springs but I do not know for sure.

As for the damaged instrument panel, you will more than likely need to replace the whole thing. I have had the instrument cluster off before and it is one unit. There are a lot of vendors listed in this magazine. You might try Spector Off-road to get used parts; another is www.cruisierparts.net (they have not been around as long). You can also check Craig's List for locals parting out a Cruiser near you. Or check with a local chapter of TLCA.

I hope this helps.

Robbie

Ready For New Tires

Hi Robbie,

I would love wheel and tire recommendations. I have a 1971 FJ40 that has 2-1/2-inch lift springs and a 2-inch body lift. It has a very torquey marine engine, 5.7 with a quadra jet, SM465 and TLC 3-speed transfer case. I am currently running 35/10.50 tires on 10x15 rims with 1-inch spacers that fit well.

The tires are worn and ready for replacement. The existing tires are really truck tires and the sidewalls are too stiff. I barely get a sidewall bulge when airing down. I hear Goodyear mud terrain tires work well but don't want to make the same mistake as last time. I was also wondering if a narrower rim or different tire size would be better.

Thanks for sharing your wealth of information.

Jerry Long, Martinez, California

Hello Jerry:

What kind of wheeling do you do?

Your combo of the 10-inch wheel with the 10.50-inch wide tires would not really allow you any bulge. If you want some tire bulge to protect the rim and wheel, then I would suggest an 8-inch wide wheel.

Having the tire wider than the rim will help with a lot of types of wheeling. From the Rubicon to the sand dunes, I personally like the narrower tires for the FJ40s. But many 40s I have seen are set

STONEY'S
AUTOMOTIVE
Your Land Cruiser is Our Priority
Restoration • Custom Work • Parts
Accessories Interior/Exterior
CALL TODAY!
(772) 545-3805
Experience and Great Prices!

GXR
4WD

www.stoneysautomotive.com

Slee
off road

The journey starts long before you leave the pavement
www.sleeoffroad.com • 1-888-4x4-SLEE

Photo - Treeroot

up with some fairly large and wide tires (up to 40-inch and 13-14 inches wide but not with a 2.5 inch lift).

It sounds like you do not want to go taller. Are the 1-inch spacers to allow you to not have interference with the tie rod ends? If so, maybe a different offset or back spacing will do better? Maybe the narrower 8-inch rim with a 3.5-inch backspace will allow enough space to fit the wheel without a spacer. Or you could even go up in rim size to a 16 or 17-inch and not have any interference with the tie rod ends.

A lot of manufacturers of tires are going away from making 15-inch tires because not many off-road vehicles made today are coming with 15-inch rims. I see a future where 15-inch tires will be a rare thing and cost more than tires on 17-inch rims. It seems like the standard for tire size is going to be the 17-inch rim. Unless of course, this is a mall Cruiser, then you would want 20" dubs for the great handling they provide

If you are looking for tire recommendations, most mud terrain tires will not work on ice. Many all terrain tires these days will handle most conditions well. Some of the tires I like, some people do not. Some of my personal favorites are the Goodyear Duratrac, Maxxis Bighorn mud terrains and Nitto all terrain. If your FJ40 is a trailer queen and you have a need for some of the toughest tires around, then bias ply tires are tougher than radials (as a rule and rules can be broken). I have used Interco bias ply tires for my hard wheeling tires with great success and love the performance in mud and rocks.

I would typically haul these tires to the trailhead in a trailer and then put them on, as my Cruiser was not a trailer queen.

Maybe this is a great question for some of your local club guys, as they may have some good options for you to look at and observe how the tire performs.

But back to the harsh ride and no tire bulge, that really is the function of the ply rating of the tire and the width of your rim. I think your wheels are too wide for your tire.

I hope this helps.

Robbie

Non-Functional Blower Motor

Hi Robbie,

I drive a 1964 FJ45 SWB Land Cruiser. Until sometime this summer, the heater/blower motor has worked properly for defrost and for heat. The heater core was cleaned and de-scaled in 2009. I have no pets to create a build-up of hair on top of the core. I blew out all the dust and grit from the core with compressed air a week ago. The off-on/high-low switch for the blower motor works, though only for high speed. All vents, flaps and cables are operating properly and are unobstructed. The blower motor turns (spins). The squirrel cage fits tightly over the motor spindle and turns free of wobble, shake or looseness.

LOWEST PRICES
AFTERMARKET & O.E.M.
Quick Shipping

 **onlinetoyotaparts.com**
 1-800-613-2921
 onlinetoyotaparts.com

The problem is that almost no air even reaches the rubber rectangular sleeve duct that attaches to the heater core inside the cab. None blows out onto the driver's feet or up onto the windshield to defrost.

Since nothing has been altered since the summer when the heater and defrost worked, my assumption was that the problem was with the RPM at which the motor was turning. I removed and disassembled the motor. I had the commutator lathed professionally. The brushes and springs were inspected and pronounced functional with good spring pressure and still plenty of graphite life in the brushes. The brushes were scraped and evened out to remove scoring and pitting. The entire assembly was cleaned and lubricated.

These measures created no change whatsoever in the effectiveness of the blower motor.

I see four possible solutions but would like to know what you recommend.

- 1) From someplace like Cruiserparts.net or Spector Off-Road, purchase a working used OEM blower motor.
- 2) From someplace like J.C. Whitney, purchase a replacement generic new blower motor.
- 3) Refurbish the existing motor.
- 4) Swap out the existing unit for an aftermarket system like Vintage Air.

Here is my assessment.

1) Since the motor is used, it runs the risk of being no better than the one I have now. I would have then simply wasted my money.

2) The on-line resources—as well as places I have visited in person like Advance Auto and Auto Zone—do everything on the basis of "year, make, model" and their systems do not go back as far as 1964. I have even taken all necessary measurements of spindle length, bolt pattern, housing diameter, etc. But none of these resources (Advance Auto, Auto Zone, JC Whitney, etc.) can match motors using measurements.

3) I have already tried this. I have lathed the commutator. Inspected the brushes and springs and cleaned the current motor totally. These measures have not improved performance. Is there a more thorough refurbishment I can do?

4) I am thinking that this is the best option to ensure a good, forceful stream of warm air. The downside is my truck will be less stock and the Vintage Air unit is ugly (though I'm thinking that the stock cover could somehow be modified to slide over the Vintage Air unit).

I will check voltages at the switch and at the blower motor itself tomorrow, just to be thorough.

What are your thoughts?

Thanks.

**Reid Whitlock, Charlottesville, Virginia
Member, Bay To Blue Ridge Cruisers, TLCA Member #5,132**

P.S. I've got a tiny bit of additional information on my 1964 FJ45 blower motor problem. I checked voltages today. At the switch, I'm getting no readings—maybe I'm doing something wrong. At the 3-prong connector on the engine side of the firewall that connects the switch wires to the actual blower motor, I'm getting 11.34 volts. In the motor itself, a little more than 6 volts.

Would you say this is the proof that the motor itself should be replaced? I come back to my earlier concern in this case, which is that I will end up with some used off-the-shelf untested unit that merely "spins." Hell, mine spins too but that is not cranking out the necessary RPMs. Neither Spector nor landcruiserparts.net (the two places I normally use) guarantee their moving parts beyond stating that "they are working."

Reid

"Preserving Our Natural Resources FOR The Public Instead Of FROM The Public"

BLUERIBBON COALITION

**1-800-BLUEBIB
(1-800-258-3742)
www.sharetrails.org**

Help Us Protect Your Access!

Red Roof inn

A soft, clean bed is the perfect place for the trail to end.

TLCA Members Save **20% Off** Our Best Available rates.

Details at www.TLCA.org

Hello Reid:

Have you directly hooked up the motor to a 12V battery? In looking at both a 1978 FJ45 and a 1977 FJ40, the blower motor has a two-wire hook up. It shows that if you hook up positive to one of the terminals, it will move the motor one direction. If you hook up the positive to the other terminal, it will turn the motor in the other direction. Does the motor move air if positive is hooked up to one of these terminals when using direct battery power to the motor?

The negative lead of the test wires will need to hook up to the other terminal to make a connection that will turn the motor. If in either direction, air is not moving, then something is wrong with the blower. But if you get air moving out the side of the blower that feeds the air tube to the heater box, then something downstream is blocking the air. You will need to look on the inside of the firewall and the air tube. Is the tube fitting tight against the firewall?

Are the coupling areas of the air tube leaking air? If so, use some foam sealing around the tube.

You make it sound like the blower motor does turn but maybe the connection is going in the wrong direction and is sucking air from the heater box and not pushing air to it. That is why I am suggesting using test leads and hooking directly to the blower motor and seeing what happens.

If the 12V hook up produces more forceful airflow, then you may have an issue in the switch or the wiring. The resistor is meant to lower voltage to slow the speed down. So if you have more force directly hooked up to the battery, then you have a circuit issue.

Thanks.

Robbie

Noisy FJ62

Hi Robbie,

I hope that you can help me. We have a 1989 FJ62 that needs a little loving. Someone put a Glass Pack muffler on it and it sounds awful. We can't stand the noise anymore and need to replace the muffler.

What would you suggest we consider as a replacement muffler on a 1989 FJ62?

Thank you.

Henry R. Taylor, Member #22,689

Hello Henry:

If you were not planning on doing this yourself, then I would head to a muffler shop. Ask for an original style of muffler to be installed. The muffler shop may need to order your muffler in but you would then have the stock sound like you are looking for. I would suggest at least the material of the muffler be steel with an aluminized coating for longevity.

How is the rest of the exhaust system? Any holes or leaks? If so, I would get more than just the muffler fixed. If you have high miles, say over 250,000 miles, you may want a new catalytic convertor installed. Or you could wait until you have an emission test that fails (unless you do not have emission testing).

Anyhow, most muffler shops should be able to help you get it fixed up.

Thanks.

Robbie

Paint Recommendation

Mr. Antonson,

Coming to the close of a major renovation on a 1987 FJ60. With the amount of detail and cost put into the renovation, I want to make sure we put the best quality paint on the vehicle. What do you recommend for the final surface paint or surface treatment and is there any special preparation required to ensure the product adheres and remains durable. I have heard of heat being used to seal an after coat. Need a good shine and something that can take some punishment.

Thanks.

Paul J. Benson, Ph.D.

Hello Paul:

While I am a good resource for many things mechanical, I do not have much information on paint. I may in a few months (as my business direction is changing some) but as for a specific paint product, I cannot recommend

any manufacturer over another. I just do not have enough knowledge.

If I were looking at paint for a Cruiser, it would be a multistage paint system, where you have a primer, base and clear coat. Old school classic paint jobs seem to be the most durable (and the one preferred by classic car paint shops).

My first frame off that I am running through my shop for a customer is just this: primer, base and clear coat. I will have the body and frame at a classic paint shop by the time the *Toyota Trails* comes out. I am taking it into the shop this coming week for the long process of the body getting restored. And yes, there is a paint booth involved to heat the paint to dry it quicker.

The process I went through in finding a shop that would do a great job went well. I interviewed three shops on the phone, took the customer's Cruiser to them, looked at different projects going on and got estimates. Then I made a choice based on what all the information meant to the customer and to me. I know my limitations for what I can do. I am not a paint and body guy and I do believe I found a great shop to meet my needs. I will reserve final judgment for when I get the Cruiser back.

It may be in your best interest to look at some classic car body shops and talk to the owners to see what direction you may want to go. It does sound like you want to do this on your own and for that, you may want to talk to some of the other guys in your club or other clubs nearby.

Good luck.

Robbie

T



**TOM FERRIN LINES UP HIS
FZJ80 WHILE PASQUALE
BENEDETTO ASCENDS THE
CHUTE BEHIND ALEX FIELDS
AND ANDREW POLLOCK ON
HOLE IN THE ROCK TRAIL IN
SOUTHERN UTAH.**

PHOTO BY CAMERON MOSELY

MAGGIOLINI
The original in the world - www.autotop.it
MUDRAK IMPROVED

LAND CRUISERS DIRECT.COM

IMPORTING RARE AND UNIQUE 4X4'S 855-4X4-TOYOTA



Want UNIQUE? We offer Diesel & Turbo Diesel 60 & 70 Series, 100% Legal Imports!
Then take it to the next level and make it your own with Cruiser Outfitters!

CruiserOutfitters.com
LandCruiser Specialists
Since 1992



RACKS, BUMPERS, SLIDERS, ROOFTOP TENTS
ACCESSORIES, UPGRADES & STOCK PARTS

Your Source For Quality New, Used, And Aftermarket
Toyota Land Cruiser Parts



(801) 563-1277
CruiserOutfitters.com



INTRODUCING THE FJ-UTE

A 4-Door FJ Starting at only \$49,900
Vintage FJ look on a modern FJ80 chassis
Info: www.RedLineLandCruisers.com/fj-ute
(719) 210-0101

WHERE DO YOU WANT TO TAKE YOUR TRUCK?

THE BURR TRAIL - MOAB, UT



METALTECH SLIDERS • TRASHAROO SPARE TIRE TRASH BAG
4X4 LABS REAR BUMPER W/ TIRE SWING AND LADDER • BAJA RACK ROOF RACK
ARB COMPRESSOR • LONGFIELD AXLES • 4.88 GEARS • AUSSIE FRONT LOCKER
ARB REAR LOCKER • IRONPIG SKID PLATE

IRONMAN
C SPRING LIFT • FRONT BUMPER • 12K WINCH • SYNTHETIC WINCH LINE
DUAL BATTERY KIT • HID AUX. LIGHTS • FRIDGE • SNORKEL

ACC 
TOYOTA • LEXUS & LAND CRUISER

404.508.4800 ACCTOYOTA.COM
334 N. CLARENDON AVE.
SUITE B SCOTTDALE, GA 30079

BIG BEND

A TALE OF TWO PARKS

BY CHRISTOPHER MANN

I have often said that I have met more fellow Texans who have visited Europe than have visited the remote area of Big Bend in west Texas. And I don't know why.

Big Bend's pure beauty and serenity is definitely worth the long drive but preparation is required. Until earlier this year, I had only been there once, eighteen years ago. It was a trip so inspiring that—like many of us caught up in the enthusiasm of a great vacation—I was planning my return before I left. That return didn't happen for another seventeen years but on that next visit, I would bring my 1985 Land Cruiser wagon.





Toyota history ambling across the desert.

Why did it take me so long to return? I suspect it was the same reason so few fellow Texans have made this particular journey. It's a long way from anywhere. Life got in the way. Other opportunities came up. It's not like I had been a workaholic or a couch potato. In the interim, I had made three trips with my old Land Cruiser to the Canyonlands

of Utah. The accounts of my first experience graced the pages of this very magazine. But when it came to getting off the beaten path in my own state, "Maybe next year" became an all too familiar refrain.

In 2013, my good friend David Aurzada invited me down to his cabin at the base

of the Christmas Mountains, which overlook the Chisos Mountains in Big Bend National Park. I photographed Dave driving his yellow FJ Cruiser one evening on a ride in those mountains. That shot made the cover of *Toyota Trails*. It was a great trip but one thing was missing. Instead of bringing my 29-year-old Land Cruiser that I have owned since year one, I drove my Toyota Prius. It was just a quickie trip. No muss. No fuss. No angst about whether or not my FJ60 would make it. Just get down there, see Dave, his cabin and once again, Big Bend.

I had such a great time that I already started thinking about getting my Land Cruiser ready for her long overdue trip to the Big Bend area. Dave and our friend Stan Gibson had been talking about their forays into Big Bend Ranch State Park—the "other" Big Bend. Not the famous Big Bend National Park. The State Park caters to sub-cultures that the National Park does not. The State Park caters to four-wheel drive owners, mountain bikers and primitive campers. The National Park caters to hikers, backpackers and birdwatchers.



Big Bend is a photographer's paradise.

The only shade in Big Bend State Park is the shade you bring with you.



Stan and I made all the necessary preparations and left Dallas in late April of 2014 to meet Dave and his wife Kim at Big Bend Ranch State Park. Stan drives a 1995 Toyota Tacoma with all the necessary upgrades needed for a serious off-road vehicle. Before we got to Abilene, I remember bragging to him over the CB that finally, after repairing a lot of issues that my FJ60 had developed over the last couple of years, I finally felt like she was in the best shape possible and was more prepared for this trip than she had ever been. Well, not so much....

We stopped in Abilene to pick up some last minute supplies and I smelled it. The unmistakable smell of steam. You know that smell.

David Aurzada, pondering the territory ahead.



IF YOU ARE LOOKING FOR CHALLENGING TRAILS, YOU AREN'T GOING TO FIND MANY IN THE BIG BEND AREA. IF YOU WANT EMPTY, DESOLATE, BEAUTIFUL TRAILS THAT MAKE YOU GLAD YOU HAVE A FOUR-WHEEL DRIVE VEHICLE, YOU ARE GOING TO LOVE THIS PLACE. THE BIGGEST CHALLENGE, AS IT IS WITH ALL EXPEDITION STYLE TRIPS, IS KNOWING WHAT TO BRING AND HOW MUCH OF IT—AND WHAT YOU SHOULD LEAVE AT HOME.

EACH CAMPSITE AT THE STATE PARK HAS A FIRE RING AND A PICNIC TABLE. NO TOILETS OR TRASHCANS. THE CAMPSITES AT THE NATIONAL PARK (OUTSIDE THE BASIN) HAVE NO PICNIC TABLES, TOILETS OR TRASHCANS AND THEY DO NOT ALLOW CAMPFIRES.

COME ANY TIME OF THE YEAR EXCEPT FROM LATE MAY THROUGH EARLY SEPTEMBER. DESPITE THE ELEVATION, IT IS BRUTALLY HOT IN THE SUMMER. BE PREPARED FOR SNOW FROM DECEMBER TO FEBRUARY. IT IS RARE BUT IT CAN HAPPEN. JUST ASK STAN. HE HAS CAMPED THERE IN THE SNOW. HE LOVED IT.



RUBITHON

**SAVE THE DATES FOR THE
27TH ANNUAL RUBITHON
June 23-28, 2015**



**24th Annual
GSMTR
May 4 - 9, 2015**

WHEELING | CAMPING | EXPEDITION | BBQ | RAFFLE

**Windrock Park
Oliver Springs, TN**

For more information and to register
WWW.STLCA.ORG/GSMTR/

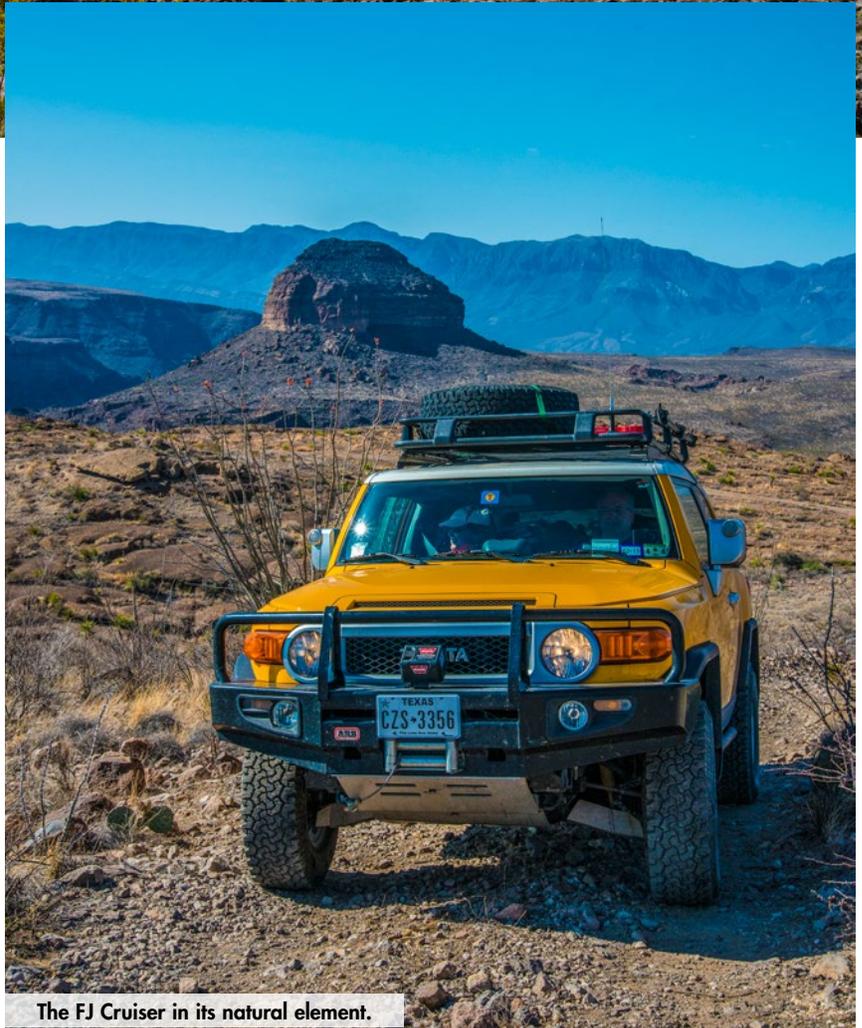


Then I saw it... steam from my hood and my temperature gauge rapidly approaching the red mark. I was stuck at a stoplight. I immediately drove into the median and turned off the engine. Then prayed that the temperature would go down before blowing a head gasket and ending the trip, after a mere 160 miles. The vehicle was leaking from somewhere but I was not sure where. When the temperature settled, I drove to a new Toyota dealership I had happened to see a half-mile back.

I explained to the service manager that we had just departed on an important trip and asked if they could please find the leak as quickly as possible so we could be on our way. I pointed out to him a large case on top of the truck's rack. That case included a lot of spare parts including most of the hoses that an FJ60 needs. I just hoped I had the right hose.

An hour later, the service manager reported that my FJ60 had two leaking hoses but I had both of them in my parts box. We were quickly back underway and arrived at our camp in Fort Davis after dark but we made it.

The next morning, after an excellent breakfast of huevos rancheros at the El Patio Cafe in Presidio, Stan



The FJ Cruiser in its natural element.



Descending toward the Guale 2 campsite.

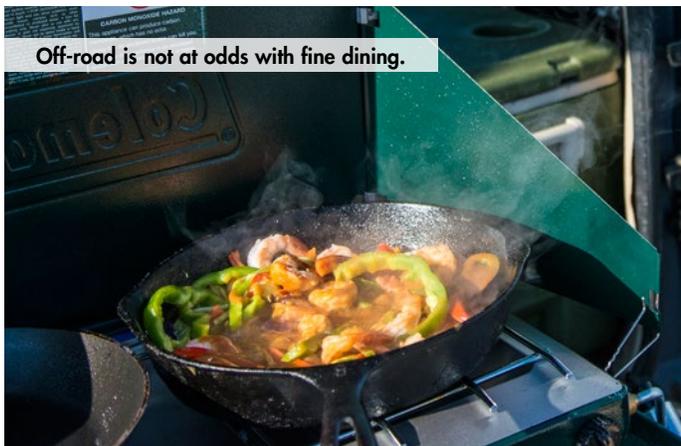
and I headed into Big Bend Ranch State Park for our rendezvous with Dave and Kim at the old Saucedo Ranch headquarters, which have been updated and converted into the Park's headquarters and visitor center. There is a bunkhouse available plus free water to fill up your jerry cans, along with hot showers. They even had a store with ice, maps, souvenirs and a few basics.

Some very friendly rangers there helped us choose our campsite. The most popular campsite is Guale #2 but it was "ocupado"

the day we arrived. The rangers recommended another campsite called Chorro Vista with a good view on the east side of the Park. It was a 2-hour drive and they warned us of some steep rocky climbs but one glance at our trucks and they said we should have no problem. You don't need steel bumpers or lockers but you do need a four-wheel drive, high clearance vehicle and you need to bring plenty of water, provisions and shade to be comfortable in this remote desert at around 4,000 feet in elevation. The highest peak, Oso Peak, is at 5,135 feet.

acres all to themselves! We were there for four days and didn't see any other vehicles the whole time—and that was in "high season."

Chorro Vista was a great campsite, protected on one side by a ridge where we spent a lot of time looking at the 360-degree view of distant mountains, psychedelic bursts of colors from the blooming cacti and a Biblical sunset. After dark, we were treated to a 90-minute lightning show that illuminated the clouds overhead in a way unlike anything I have seen in my lifetime.



Off-road is not at odds with fine dining.

The State Park is a big place, with over 311,000 acres and 238 miles of off-road trails. That is almost a third the size of Rhode Island. And get this: they receive less than 3,000 visitors per year. If every visitor showed up on the first day of spring, each one of them would still have 100

My camping buddies all loved the Chorro Vista campsite but were looking forward to revisiting their favorite, Guale 2. So the next day, we broke camp and started out on the 6-hour trip to that next campsite. It was a beautiful day with a gorgeous sky and we took our time, stopping at abandoned ranch buildings and photographing the scenery and our trucks.

Halfway there, after one of those many stops, my FJ60 wouldn't start. No juice. Oh no, here we go again.... A lot of people

have told me that I'm crazy to take such an old vehicle out to remote areas. At times like these, I think they may be right.

I had been having electrical issues ever since I did a preemptive replacement of my fuseable link a few years ago so the first thing I looked at was the 40-amp fuse between the alternator and the battery. Sure enough, it was blown. Of course I had a spare but it lasted only a few minutes. My 45-amp generator was struggling to power my distributor, CB, satellite radio, AC, Waeco fridge and headlights. Dave next replaced the fuse with some extra wire and some crimp-on wire ends, solving the problem for the rest of the trip. I have since upgraded my alternator and wiring.

Guale 2 was everything the others had promised. It has a truly magnificent view. We set up camp, putting up our makeshift assortment of shade

and took a siesta. It was a good time to recharge our own batteries for the upcoming evening festivities of food, night photography and some tasty beer and wine.

The next morning, we found a shallow cave that had been used by Native Americans. There were perfectly round, smooth holes in the floor that looked like they had been used for grinding grains or mixing liquids. The Park road exits onto Highway 170 (also called River Road and on maps, the Texas Mountain Trail). To the west is Presidio but we turned towards Lajitas to the east on a beautiful winding ribbon of asphalt. Up and down, then left, then right, then up and down, then right, then left. Some hills were almost too steep for my old underpowered truck.

The road follows the Rio Grande, though not much water flows through it anymore. The river is green and lush along its banks and the moun-



Kim Aurzada, somewhere under the rainbow.



TOYOTA TRAILS

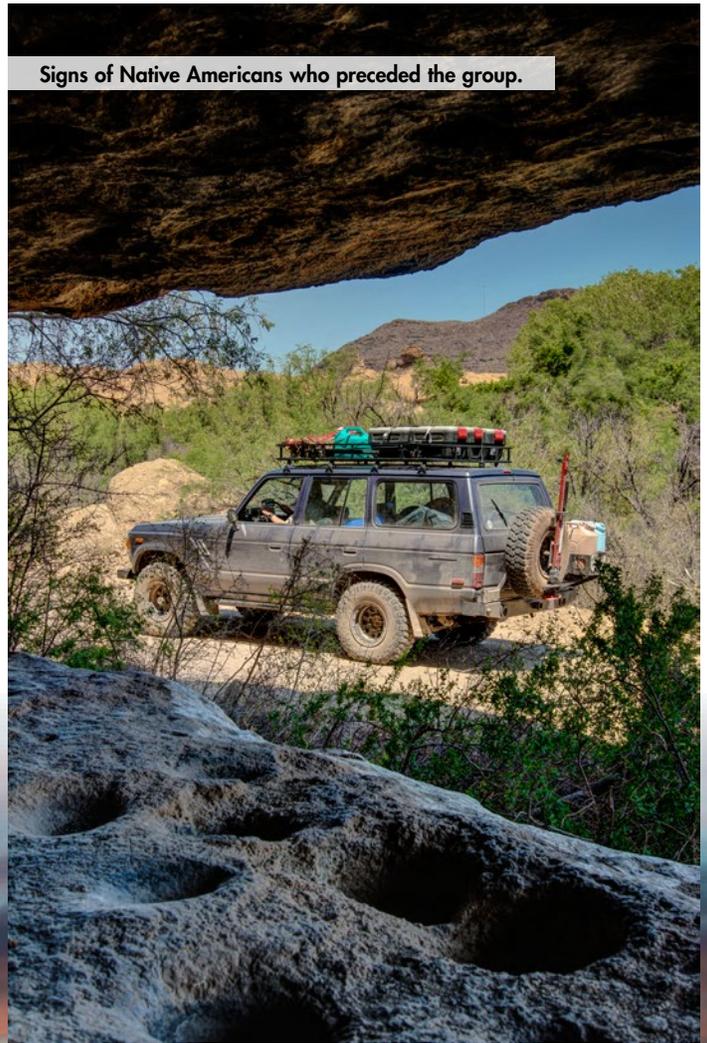
tains and cliffs on both sides of this storied river reach to the sky. We didn't see a single other vehicle or person on the entire 40-mile stretch. I have been on some amazing roads in the world and this one ranks with the best of them. It was a great transition for returning to the relative civilization of Big Bend National Park.

When we got to the National Park, we knew that the easiest, most convenient and spectacular beauty there is in the Chisos Basin. The ecosystem in it is different than everywhere else. It is higher, more wooded, greener and better protected than anything else around. It also has some wonderful views.

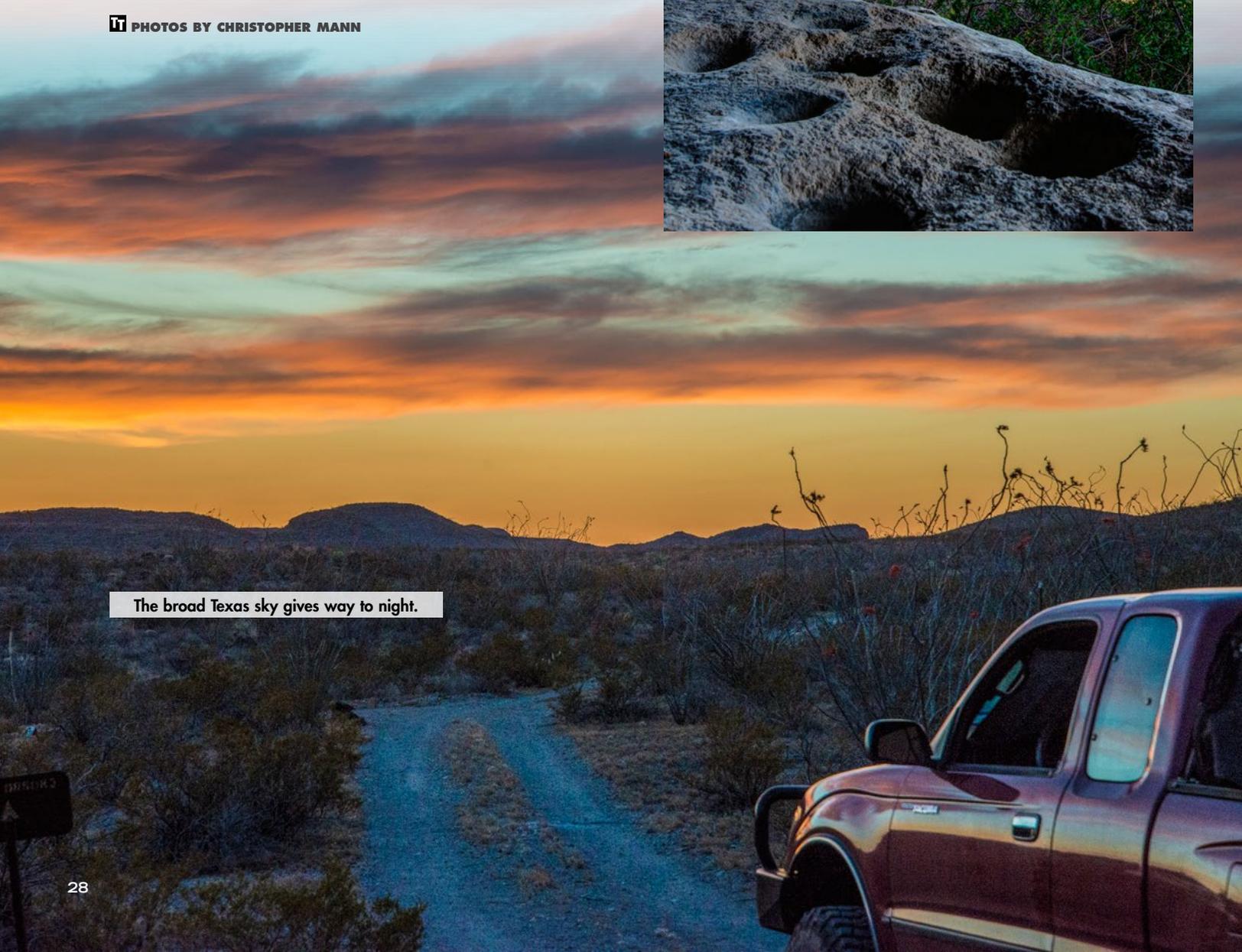
That said, it is also very regimented. The campsites are crowded, each with a picnic table, aluminum shade, stone grill, bear-proof trashcans and "park only on the asphalt" signs. We knew immediately that this type of camping was no longer for us. Instead, we found a spot outside of the Basin in the desert flats, facing the mountains that hold the Basin. There we could soak in what Mother Nature has to offer, without hearing or seeing any other neighbors. We had brought our own picnic table. We had our own Park-approved toilets. We had everything we needed.

And we were on our own.

PHOTOS BY CHRISTOPHER MANN



Signs of Native Americans who preceded the group.



The broad Texas sky gives way to night.

In an effort to maintain current and correct records, TLCA requires an annual application from all members whether new or renewing. If you would complete each line, we can easily process your application.



TLCA Membership Application

PLEASE PRINT

New Member _____ Renewal _____ If this is a renewal, write ID number here: _____

Name: _____ Birth Date M/D/YR: _____

Address: _____

City: _____ State _____ Zip Code: _____

Phone(s) Home () _____ Work () _____

Email Address: _____

Year of Toyota (only one required) Model: _____ Year: _____

Chapter Member: Yes No Chapter Name: _____

Are you affiliated in other 4WD organizations? Yes No Which? _____

If you are a new member, how did you find out about TLCA? _____

If referred by a member, who? _____ Their TLCA Member # _____

PLEASE ALLOW FOUR TO SIX WEEKS FOR MEMBERSHIP PROCESSING

TLCA Membership (includes: ID card, six issues of Toyota Trails via USPS bulk rate)

NOTE: USPS bulk mail takes two to seven weeks. First Class USPS arrives in three to 10 days.

First Class postage membership (with 3-7 day delivery, U.S. only) \$45. \$ _____

Bulk postage membership 1 year \$35 / 2 years \$68 / 3 years \$99 \$ _____

PDF download only \$25 \$ _____

Non-US postage surcharge: Canada \$15.00/Others \$30.00 \$ _____

Copy of current issue of Toyota Trails \$6.00 \$ _____

Voluntary Contribution (not tax-deductible) \$ _____

Check Visa Mastercard Discover American Express TOTAL \$ _____

Card Number: _____

Name as it appears on card: _____ Card Exp Date: _____

Credit Card Billing Street Address: _____

City: _____ State: _____ Zip Code: _____

Signed: _____ Date: _____

Yes! I want TLCA to automatically renew my membership every year.
By providing my credit card information and signing below I authorize the Toyota Land Cruiser Association, Inc., and/or its assigns to charge my credit card the amount of current TLCA membership every year in the month prior to my expiration date. I can cancel automatic renewal at any time by contacting the membership office at memberservices@tlca.org or by calling (800) 655-3810.

Comments to Staff: _____

I/We hereby apply for membership in the Toyota Land Cruiser Association for Toyota vehicle owners only. We will obey all rules and regulations set forth by the Board of Directors as allowed by the Association Bylaws.

I/We understand that/our name and other information may be given to other members for the express purpose of contacting fellow members in a given area. I/We also understand that this information may be given to Associate Members for use in membership verification or for marketing their products only. This information will NOT be sold to any outside companies.

**Make checks or money orders payable to:
TLCA, Inc.**

- In U.S. funds only -
(We are currently unable to accept non-US checks)

A service charge of \$15.00 will be assessed for all returned checks.

MAIL TO:
TLCA, Inc.
7337 S. Hudson Way
Centennial, CO 80122
(800) 655-3810

Online membership submittal is supported on TLCA's website:
www.tlca.org

For additional information or to apply by credit card over the phone, please call (800) 655-3810

TLCA is primarily a volunteer organization and as such, our response time may vary. Your membership will be processed as quickly as possible and you will receive your welcome packet shortly thereafter, including your ID card and stickers. You will receive a PayPal receipt after the transaction is complete. New ID numbers are not emailed. Once you receive your ID card, login credentials can be received by contacting our Webmaster at webmaster@tlca.org. If you need further assistance, please contact the TLCA Administrator at memberservices@tlca.org.

TLCA MERCHANDISE			
Qty	Item	Price	Item Total
	Tank Top , Ash color <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL	\$12.00	
	Hooded TLCA Sweatshirt , Ash color <input type="checkbox"/> M	\$25.00	
	Crewneck Sweatshirt , Ash color <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL	\$25.00	
	Pocket T-shirt , w/ TLCA logo on back, white <input type="checkbox"/> M	\$15.00	
	Poster "Where Did Your Weekend Take You?" 39" x 27"	\$20.00	
	Legendary Land Cruisers DVD Isaac Elliot-Fisher's documentary on the Toyota Land Cruiser in North America	\$9.00	
	3" TLCA Decal Adhesive on Front	\$1.50	
	3" TLCA Patch	\$5.00	
	2005 Dash Plaque (contact TLCA for prior years)	\$3.00	
	Toyota Trails Collector's Sets <input type="checkbox"/> 1998/99 <input type="checkbox"/> 2000 <input type="checkbox"/> 2001 <input type="checkbox"/> 2002 <input type="checkbox"/> 2004 <input type="checkbox"/> 2005 <input type="checkbox"/> 2006 <input type="checkbox"/> 2007 <input type="checkbox"/> 2008 <input type="checkbox"/> 2009 <input type="checkbox"/> 2010 <input type="checkbox"/> 2011 <input type="checkbox"/> 2012 <input type="checkbox"/> 2013 <input type="checkbox"/> 2014	\$30.00	
	Toyota Trails Back Issues <input type="checkbox"/> Jul-Aug '97 (If it's not listed, we don't have it!) <input type="checkbox"/> Jan-Feb '99 <input type="checkbox"/> Mar-Apr '99 <input type="checkbox"/> May-Jun '99 <input type="checkbox"/> Jul-Aug '99 <input type="checkbox"/> Sep-Oct '98 <input type="checkbox"/> Nov-Dec '98 <input type="checkbox"/> Jan-Feb '00 <input type="checkbox"/> Mar-Apr '00 <input type="checkbox"/> May-Jun '00 <input type="checkbox"/> Jul-Aug '00 <input type="checkbox"/> Sep-Oct '00 <input type="checkbox"/> Nov-Dec '00 <input type="checkbox"/> Jan-Feb '01 <input type="checkbox"/> Mar-Apr '01 <input type="checkbox"/> May-Jun '01 <input type="checkbox"/> Jul-Aug '01 <input type="checkbox"/> Sep-Oct '01 <input type="checkbox"/> Nov-Dec '01 <input type="checkbox"/> Jan-Feb '02 <input type="checkbox"/> Mar-Apr '02 <input type="checkbox"/> May-Jun '02 <input type="checkbox"/> Jul-Aug '02 <input type="checkbox"/> Sep-Oct '02 <input type="checkbox"/> Nov-Dec '02 <input type="checkbox"/> Jan-Feb '03 <input type="checkbox"/> Mar-Apr '03 <input type="checkbox"/> May-Jun '03 <input type="checkbox"/> Jul-Aug '03 <input type="checkbox"/> Sep-Oct '03 <input type="checkbox"/> Nov-Dec '03 <input type="checkbox"/> Jan-Feb '04 <input type="checkbox"/> Mar-Apr '04 <input type="checkbox"/> May-Jun '04 <input type="checkbox"/> Jul-Aug '04 <input type="checkbox"/> Sep-Oct '04 <input type="checkbox"/> Nov-Dec '04 <input type="checkbox"/> Jan-Feb '05 <input type="checkbox"/> Mar-Apr '05 <input type="checkbox"/> May-Jun '05 <input type="checkbox"/> Jul-Aug '05 <input type="checkbox"/> Sep-Oct '05 <input type="checkbox"/> Nov-Dec '05 <input type="checkbox"/> Jan-Feb '06 <input type="checkbox"/> Mar-Apr '06 <input type="checkbox"/> May-Jun '06 <input type="checkbox"/> Jul-Aug '06 <input type="checkbox"/> Sep-Oct '06 <input type="checkbox"/> Nov-Dec '06 <input type="checkbox"/> Jan-Feb '07 <input type="checkbox"/> Mar-Apr '07 <input type="checkbox"/> May-Jun '07 <input type="checkbox"/> Jul-Aug '07 <input type="checkbox"/> Sep-Oct '07 <input type="checkbox"/> Nov-Dec '07 <input type="checkbox"/> Jan-Feb '08 <input type="checkbox"/> Mar-Apr '08 <input type="checkbox"/> May-Jun '08 <input type="checkbox"/> Jul-Aug '08 <input type="checkbox"/> Sep-Oct '08 <input type="checkbox"/> Nov-Dec '08 <input type="checkbox"/> Jan-Feb '09 <input type="checkbox"/> Mar-Apr '09 <input type="checkbox"/> May-Jun '09 <input type="checkbox"/> Jul-Aug '09 <input type="checkbox"/> Sep-Oct '09 <input type="checkbox"/> Nov-Dec '09 <input type="checkbox"/> Jan-Feb '10 <input type="checkbox"/> Mar-Apr '10 <input type="checkbox"/> May-Jun '10 <input type="checkbox"/> Jul-Aug '10 <input type="checkbox"/> Sep-Oct '10 <input type="checkbox"/> Nov-Dec '10 <input type="checkbox"/> Jan-Feb '11 <input type="checkbox"/> Mar-Apr '11 <input type="checkbox"/> May-Jun '11 <input type="checkbox"/> Jul-Aug '11 <input type="checkbox"/> Sep-Oct '11 <input type="checkbox"/> Nov-Dec '11 <input type="checkbox"/> Jan-Feb '12 <input type="checkbox"/> Mar-Apr '12 <input type="checkbox"/> May-Jun '12 <input type="checkbox"/> Jul-Aug '12 <input type="checkbox"/> Sep-Oct '12 <input type="checkbox"/> Nov-Dec '12 <input type="checkbox"/> Jan-Feb '13 <input type="checkbox"/> Mar-Apr '13 <input type="checkbox"/> May-Jun '13 <input type="checkbox"/> Jul-Aug '13 <input type="checkbox"/> Sep-Oct '13 <input type="checkbox"/> Nov-Dec '13 <input type="checkbox"/> Jan-Feb '14 <input type="checkbox"/> Mar-Apr '14 <input type="checkbox"/> May-Jun '14 <input type="checkbox"/> Jul-Aug '14 <input type="checkbox"/> Sep-Oct '14 <input type="checkbox"/> Nov-Dec '14	\$5.00 each	
	Toyota Trails Current Issue Jan/Feb '15	\$7.00	
	Toyota Trails Gift Pack Two most recent issues	\$10.00	
<p>Sales Tax is applicable to California residents only. Note: Sonoma county residents pay 7.5%</p> <p>Shipping and handling charges: Add \$4.50 for orders of up to \$10.00, \$5.50 for orders over \$10.00, and \$6.50 for orders over \$20.00. *Surcharge for selected items: Mugs, \$1.00 for each item over one.</p> <p>If you are ordering from outside the USA please indicate whether you would like the items shipped surface or airmail. In addition, do not complete the shipping charges section, this will be done by TLCA and added to your credit card charge. If you are not ordering with a credit card please contact TLCA merchandise office and specify what you intend to order at: merchandise@tlca.org to get exact shipping charges to your destination before placing your order.</p> <p>Order online using credit card or PayPal from TLCA's web site: www.tlca.org</p> <p>TLCA tries to keep all items in stock, however, from time to time an item may be temporarily out of stock. In this case you will be notified that the item is back-ordered and your order will be filled as soon as the item is in. Please Allow 4 to 6 weeks for delivery.</p>		Order Subtotal	
		Sales Tax 7.25% (California Only)	
		Shipping	
		Total	
Name & ID#		Phone ()	
Address			
City, State or Province, Zip			
<input type="checkbox"/> Cash <input type="checkbox"/> Check <input type="checkbox"/> VISA <input type="checkbox"/> MasterCard <input type="checkbox"/> AmEx <input type="checkbox"/> Discover		Card #	
Make check or money order payable in U.S. funds only to: TLCA. To pay with PayPal, visit www.tlca.org.			
Name as it appears on card:		Card Expiration Date:	
Signed		Date	
Mail to: TLCA, 104 NW Pecan St. Blue Springs, MO 64014			

CRUISER SOLUTIONS
 Quality Products, Fair Prices, Superior Craftsmanship

- Custom Built Cruisers
- ARB Products
- Toyota Parts
- Diesel Conversions

603-329-9999

37 Garland Drive
 Hampstead, New Hampshire 03841
 P.O. Box 998
 East Hampstead, NH 03826

Fax: 603-329-9939
 e-mail info@cruisersolutions.com

www.CruiserSolutions.com



Decker's www.hotcampshowers.com
HOT CAMP SHOWERS
 AND PORTABLE WATER HEATERS

- Portable propane hot water showers
- Vehicle mounted hot water showers
- Campfire & stovetop models
- Freestanding shower enclosures
- Complete portable camp bathrooms

CONTACT US FOR TLCA DISCOUNT

5086 Lakeville Hwy, Petaluma, CA 94954
 Phone: (707) 778-6429 • Fax: (707) 778-6409
 Ask for Paul Decker • E-mail: info@hotcampshowers.com




TCT MAGAZINE

FREE DIGITAL SUBSCRIPTION!

TOYOTA CRUISERS & TRUCKS




TCTMAG.ME

Hey you! Yeah, YOU!
 How would you like to put your business in front of thousands of the most dedicated and influential Toyota 4x4 fans?

We aren't just talking kids here—our members are economically active! The customers you want are right here, reading the same magazine you are.

Contact Chris Hatfield at (303) 324-8751 or hatfieldcb@gmail.com to learn how.

Advertise with Toyota Trails.

ADD ANOTHER TROPHY TO YOUR COLLECTION





Get Your 2014 Collector's Set.
 Includes all six 2014 issues, only \$30.
 Order online at www.tlca.org or see page 30 for more info.



A BRIDGE TOO FAR?

To reach Brazil's Stonehenge, a gold mine and French Guiana, we need to fishtail through mud and hazard our way across a collapsing bridge....

by Karin-Marijke Vis

"Holy shit, they're not working!"

There is panic in Coen's voice as he slams on the brakes. I hold my breath and feel how the Land Cruiser increases speed. The car is in reverse and behind us lies a metal plank that links the shore to the ferry but I can't see at what angle we're going down or where we'll end up.

No splash.

No rattling of driving onto the metal plank.

A smash it is.

Plotting a way to keep the Land Cruiser from sinking its skinny tires in between the beams.



We hit a brand-new Mercedes bus, whose driver hadn't had the patience to wait while Coen was turning so we could drive onto the ferry in reverse—he shot right past us. His left rear door now has the imprint of a Land Cruiser BJ45's spare wheel.

We settle the damage without getting the police involved. Our sightseeing plans are washed out and instead we find a lean-to where we can camp and work. It's a workshop and storage space for farming machinery and Coen toils at the brakes under a cacophony of steel plates being welded, a buzz saw cutting plates for a new truck cabin, idling engines and trucks coming and going to deliver sand or stones.

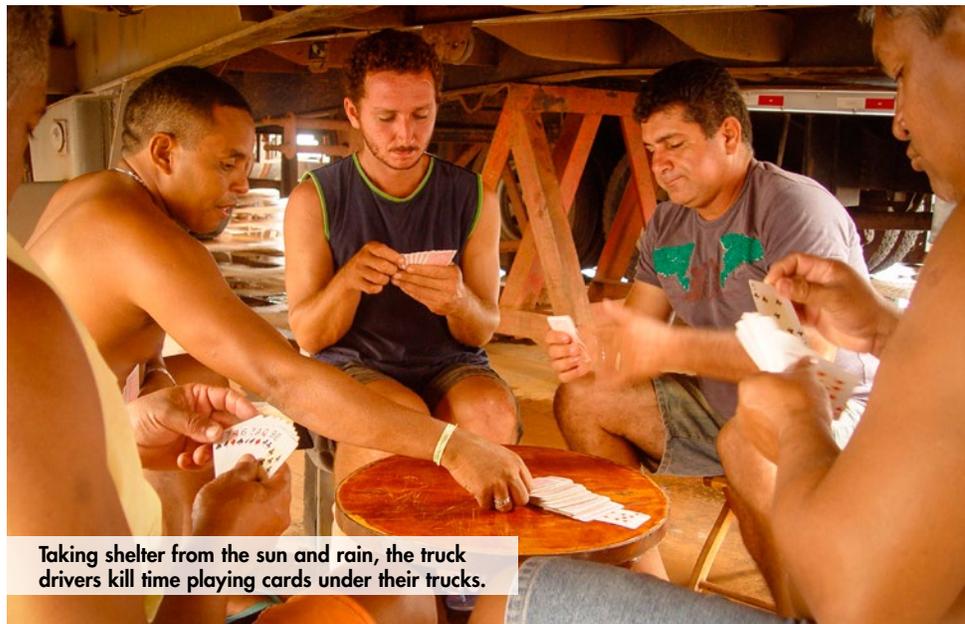
I pump the brakes while Coen soldiers on underneath the Land Cruiser. Noise impedes communication. On the left rear side, nothing happens. We work on it for hours and Coen is at his wit's end. When he messes up the head of the bleed valve because he doesn't have a special spanner, he gives up. We drive to the Toyota dealer in Macapá where a mechanic discovers that the rear brakes haven't been properly adjusted. He quickly fixes the problem.

We don't have to pay, if only we'd be kind enough to agree to an interview for local television. The request comes from the President of the local four-wheel drive club who happens to get his car serviced here. João subsequently invites us for lunch, drives us around on a sightseeing trip and offers for us to camp at the club's headquarters right outside town. It's a great way to spend our time since we can't drive to Calçoene anyway. We've arrived in the wet season, which makes the surroundings incredibly lush and beautiful but also adds its challenges to traveling. Various bridges have collapsed and there is no way around them—there are few roads in this state and the repairs will take four days.

To reach Brazil's most northeastern state of Amapá, we had crossed the Amazon River on a cargo boat with two dozen trucks. The trip had taken forty-seven hours. Amapá is as isolated as an island: on the south flows the Amazon River; on the north, the Oiapoque River (north of which lies French Guiana). The east coast borders the Atlantic Ocean and the west consists of impenetrable rainforest with no roads linking the state to the rest of Brazil or its neighboring country of Suriname.

Macapá, Amapá's capital, features the Zero Monument, an obelisk sundial dating from 1987, marking the equator. Does it feel special crossing it? No, not really. The heat is the same on either side of the line. After all, the equator is only an artificial line, drawn by man to make it easier to determine where you are on the earth. For Macapá, the landmark is a tourist attraction. Besides the Zero Monument, the town boasts the only soccer stadium in the world with its center located directly on the equator. We can't visit it, as it has fallen into disrepair.

The view from the captain's chair.



Taking shelter from the sun and rain, the truck drivers kill time playing cards under their trucks.

Welding cracks in the frame.





Life along the Amazon River.

When the bridges have been fixed, we drive to Calçoene, where we search for a man called Gaffarinho. With his wife the octogenarian, we find him sitting on the veranda of his wooden hut on stilts along the side of the road, looking as if he knew we'd be coming. He informs us that Parque do Solsício, our goal here, is unreachable due to a flooded bridge.

The three of us check out the trouble spot that has been flooded under five feet of water for the past seven days, a result of high tide, the rainy season and a full moon. Today it's

an idyllic spot with sunlight filtering through the foliage (the first sun beams we have seen in a week), twittering birds, buzzing insects and a snake gliding through the water. A motorcyclist tries to cross the bridge but returns: the water reached his chest. More people are approaching—walking, cycling, by car. It's a good place to exchange gossip. The cyclist gives it a try but returns with a fish that got stuck between the planks of the bridge.

"Maybe tomorrow," Gaffarinho concludes.



Garrafinho tells us the story of Brazil's Stonehenge.

That afternoon, high tide causes the village to be flooded as well and houses (most of them on stilts) appear to be floating. A fat pig has been put in a wooden boat to prevent it from drowning. The sun gives women the opportunity to do laundry and every non-flooded part of garden and veranda is covered with drying clothes. Garbage floats all over the place and the shallow water is a source of infection and dengue. Malaria generally is an illness of the forest, affecting mostly mine workers; dengue is rapidly conquering the urban world.

"I am the oldest person who has always known these stones were there," Garrafinho tells us the next morning when we can indeed cross the bridge and reach Brazil's version of Stonehenge. It lies in the middle of an undulating landscape with iridescent grass that looks like young rice. The hills are hemmed in by thick, tropical forest. It's dead quiet with only an occasional birdcall in the



Visiting João's well organized, scrap-recycling shop.

Story continues on page 37

If you are searching for, building, modifying, or maintaining a Toyota 4WD mini-truck (Pickup, Hilux, 4Runner, Surf or Tacoma), send your Truck Tech questions to Roger Brown at TruckEditor@tlca.org or r.c.brown@ieee.org. I'll try to answer your questions with authority!

Truck Tech

with Roger Brown

1986 Pickup Steering Issues

Hello Roger,

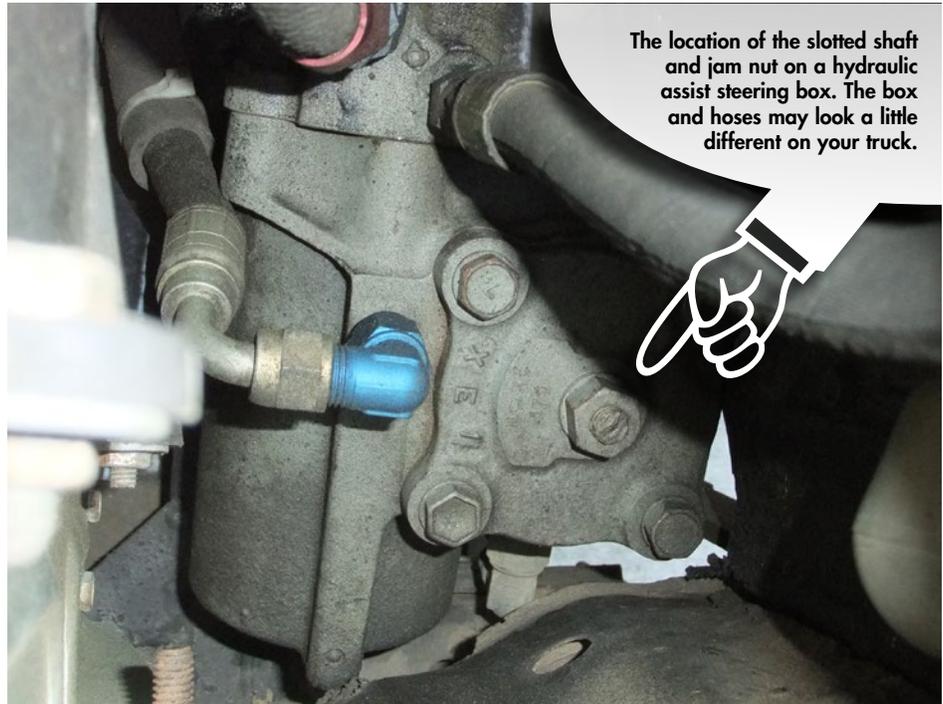
Is there any adjustment available at the steering box of my 1986 4x4 truck? I've replaced all front-end components and still have a little "slop" in the steering.

Thanks.

Victor Heath, TLCA Member #20,670

Hi Victor;

Yes, there is a pre-load adjustment on top of the box. There is a jam nut and a shaft with a screwdriver slot in it, opposite the sector shaft sticking out the bottom. Loosen the nut, turn the shaft to snug things up and then tighten down the jam nut. There are factory adjustment specifications in the Factory Service Manual but I usually just turn it as tight as I can get it by hand with a big flat bladed screwdriver.



The location of the slotted shaft and jam nut on a hydraulic assist steering box. The box and hoses may look a little different on your truck.

Roger

Hi Victor;

It could indeed be a worn out steering box. One thing to try is to have someone turn the steering wheel back and forth just to the point the front wheels start to move and follow down the steering linkage from the steering wheel to where the tie rods connect to the front spindles. What you are looking for is the point at which the motion stops.

So as you move down the steering shaft to the box, pitman arm, drag link, relay linkage, idler arm and the tie rods, you want to look for where the part upstream is moving and the part downstream is not moving. The place where the motion stops is the source of the play.

If indeed it is in the box, then that is the source. I know you mentioned replacing all the other steering components but you may have missed something or one of those new parts may be defective.

Rebuilt boxes are pretty easy to get at many of the off-road shops; you can check with your favorite shop. Or you can have a try at rebuilding your own. This is a rather old archived article on the procedure and most likely you'll need to source the rebuild kit from Toyota: <http://tinyurl.com/m4wvkw>.

Roger

Follow-up From Victor

Hello Roger,

Recently you informed me of the adjustment at the steering box on my 1986 truck. I tightened it a few times and the resistance at the steering wheel has increased but the actual free play in the wheel has not decreased. Is it possible that I just need to replace a worn out box and are they available through Toyota?

Thanks.

Victor Heath, TLCA Member #20,670

A BRIDGE TOO FAR?

continued from page 34

distance. The grass is so tall that only on top of the hill do we see the circle of the some one hundred granite stones that indeed do remind us of England's Stonehenge, even though these are much smaller.

"It used to be a cemetery of indigenous people but during my childhood, that had no value. In 1998, I was hired to deforest this area for a cattle rancher. When the owner from São Paulo came to live here and heard about the stones, he was intrigued. I had to tell him all I knew and he arranged with the authorities to make this a protected area on which farming is forbidden. Since then, I have been a guide and guard and I helped with the excavations. The circle was used for ceremonial purposes. For example, during the solstice, the sun hits the tallest stones in such a way that they throw no shadow. If I were young, I would study archeology. This is the most important archeological site in the world," he finishes with fervor.

A new thunderstorm is brewing on the horizon and we return to Calçoene before the bridge is flooded once more. We thank Garrafinho for his time and hit the 53-kilometer red dirt road to Lourenço. It is like a roller coaster. We snake uphill, then thunder downhill, braking forcefully at the lowest point because of disastrous mud pools at the bottom. We swerve to the left and just as suddenly the other way around. It's a fantas-



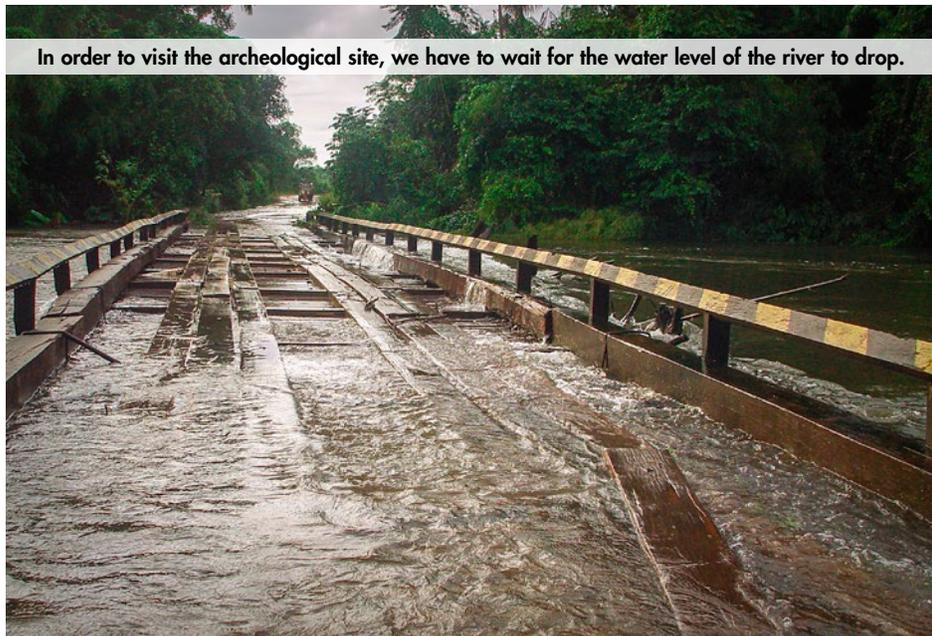
Pedra Fudrada— a stone with a hole.

tic drive through rainforest that alternates with cleared patches.

Along the side of the road, a man is roasting something in a flat, long, wooden tray. We stop to inquire. We meet five mine workers dressed in tatters, unshaven and covered with scars. We are offered coffee. One of

the men caught an armadillo this morning, which is now simmering in a blackened pan above the fire. "Would we like to stay for lunch as well?" He is roasting cassava flour, which will turn into hard kernels called farinha. You will always find a bowl of farinha on tables in Brazilian restaurants, as it is added to more or less every dish Brazilians eat. We press on.

About an hour later, we reach Lourenço's gold mine. We can enter without registering nor with any safety instructions. We are free to walk around and take pictures. That's impressive, considering that the general



In order to visit the archeological site, we have to wait for the water level of the river to drop.



An armadillo simmering over the fire.

A lot of manual labor is needed to get the gold out of these rocks.



image of mines is that they are Wild West types of places. Not here. A Canadian company used to mine here but fifteen years ago, the government no longer extended the concession and gave the mine to the people of Lourenço. Locals can join the mining cooperation if they have lived in the town for at least two years and since the mine is legal, the authorities on safety and environmental issues regularly check it.

The first mine we see is worked underground, at a depth of 75 meters. Few people work here, rotating in shifts as the mine is worked 24/7. This is a private operation within the cooperation and the miners are paid a fixed salary. The majority, however, work as freelancers or in small groups. They search for rocks containing gold above ground and will pay another freelancer who has the machinery to extract the gold. The cooperation will buy their gold but their income obviously depends on how much gold they find.

Workers show us the slivers of gold in rocks, which they pound with a hammer until they are the size of a fist. These fist-sized stones are then crushed in a machine, after which the grit flows through a receptacle with a “magical mat” (as they call it) that contains water and mercury. The residue is panned with water in a drum, where we see gold flakes as well as a lump of gold dust mixed with mercury. The latter is burned, the mercury evaporating, leaving the gold.

It’s clear this is a safe place to be—nobody minds our presence. On the contrary, workers are happy to explain the gold-mining process, we can hold the gold in our hands and taking pictures is no problem.

After a day of enjoying all this, we set off for our last challenging stretch in Brazil: the 145 kilometers to Oiapoque. This road is one of the worst in Brazil and often impassable during the rainy season. Getting through is a matter of luck. We feel we might just be so lucky

Mercury captures gold dust.



Deforestation of the Amazon is something we see on a daily basis.



since for the past couple of days, we've had lots of sunshine. We will need that luck as well, as our visa will run out in a couple of days.

We see a number of cars and trucks that are still stranded but other trucks are arriving with sand to fill up the deepest holes and eroded stretches. We cross the wide Uaçá River, named after the indigenous people who live in the forest here. We see signs demarcating the Indigenous Reserve and stick to the road: the Polícia Militar has made it very clear to do so, as we are unwelcome in the forest.

Suddenly we are asked to wait. A bridge is under repair. Workers are replacing a wooden beam supporting the construction. Three workers watch as one man is working to cut through the partially rotten beam with a chainsaw that sometimes works and sometimes doesn't. His skin is covered with sawdust, the color of his clothes no longer

distinguishable. He has neither ear nor eye protection.

A couple of hours later, the bridge is temporarily open for passenger vehicles. We're the last to cross but stop halfway. I get out and assess the situation. The gap between the two beams over which we are driving is very wide, which leaves no space whatsoever to maneuver. Moreover, the right beam consists of a couple of narrow beams, of which the middle one is partly broken. It makes for a gap about the width of the Land Cruiser's wheel. I conclude we can't cross it. The dozens of truck drivers and workers around me disagree.

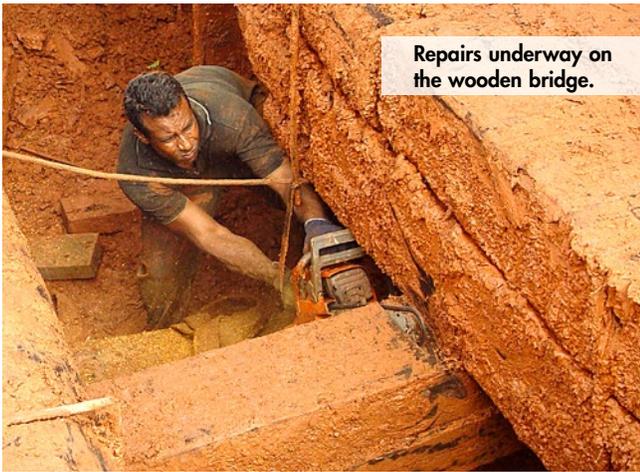
I am a woman and my opinion doesn't count in such situations. I feel it, I know it—machismo is still a big thing in Brazil. Coen gets out as well to discuss the situation but is only pushed to drive on. "Come on! Go! We have work to do!"



Harvesting açaí requires a special skill and strong legs.



A few days of sun has worked miracles and we breeze through the muddy areas.



Repairs underway on the wooden bridge.

Group pressure is a scary thing and being in the middle of nowhere without authorities present doesn't help. Coen feels cornered into doing something he doesn't really want to do. We decide that I will drive and that Coen will guide me across, which is

reach the road but then I hear the crack I feared. I close my eyes and feel the Land Cruiser sinking. The right rear wheel has split the beam and the Land Cruiser now rests on its axle. I hit the brakes and pull the hand brake. Furious, I walk away.

contrary to our normal division of tasks. The locals will never let me be Coen's guide, no doubt pushing me aside or blocking my view. At least with our roles in reverse, we have some chance of doing this together.

With much trepidation, I let out the clutch and slowly head towards safer ground, focusing on Coen's fingers signaling me. The front wheels



Almost there!

A truck pulls the Land Cruiser out and fortunately it is undamaged. I need a long time to let off steam, damning macho cultures and group pressure. But we made it across. I'm glad it's the two of us again as we have another 95 kilometers of mud and rainforest ahead of us....

PHOTOS BY COEN WUBBELS



The beams give way and the Land Cruiser wedges its right rear tire deep between them.

Chapter Reports

Olde North State Cruisers



We can't stop buying Cruisers here in North Carolina! The autumn months have seen some awesome vehicles enter our driveways. No offense to the proud new owners of 40s, 80s, 100s and 200s (and one built 200 at that!) but a couple of recent purchases just kind of stand out. One of us finally secured his unicorn, a 1966 FJ45 LV that needs, and is getting, ahem... some love. Another member now keeps his 200 company with a Spanish 1986 BJ73. It seems that the days of impressing people with new tires or a good wash and wax are over around these parts. Well played, gentlemen. Well played, indeed.

A Raleigh member is in the final stretch of his recent 40 overhaul. It was recently a propane powered 2F rock crawler beast sprung over on 37's and, on unveiling, will be a MegaSquirted 2FE, H55F'd daily driver that can still handle the rocks when needed. The body and frame both also finally got the attention they've needed for a while. We're all dying to see this thing's debut; the owner doesn't mess around.

Adventure-wise, we're still at it while heading into winter. We sent some ONSC folks to meet up with Upstate Cruisers for a wind-swept, mountain top weekend in October near Asheville, North Carolina. One nameless soul would like to point out that while the pin striping was under emphasized in the planning stage, there were zero frostbite incidents this year. Some folks would call that a win.

Our third unofficial Veteran's Day run at Uwharrie (URE) National Forest had perfect weather and a stellar turnout. 40s, 80s, 100s, a 200 and an FJ Cruiser traveled

up to 4 hours to wheel for a day and each returned safely home after pounding the rocks. We might have to finally add this to the official club calendar in 2015.

Still to come by the time you read this is a weekend trip to an isolated North Carolina barrier island via ferry and our famous ONSC Christmas party/last run of the year/trail workday at URE. The latter is the last time our statewide collective will be in the same place until the weather warms and the trails open, and we hope to set a club record for workday attendance, too.

We're happy to report that 2014 has presented no major carnage to any of our members. There are plenty of projects going on, and many more will happen through the winter months but they've all been elective this year.

Please visit us at www.onsc4x4.com or find our clubhouse at www.ih8mud.com to see what kind of fun we're having in North Carolina.

John Vargosko

Rising Sun Four Wheel Drive Club of Colorado



Winter has taken a firm grasp on us here in Colorado. Below-zero temperatures and powdery white snow now blanket the mighty Rocky Mountains. That doesn't stop Rising Sun from enjoying the freedom of public access though; we'll be out and about all winter long. Our monthly meetings continue to bring in new members and new ideas. Our annual winter club runs are in their planning stages and we expect another great turnout for the Annual Snow Run and the 3rd Annual Run the Gulches. The first Run the Gulches event was featured right here

in *Toyota Trails* magazine in 2013. Look for the third event to be featured in 2015. This event takes us through the area that was devastated by the Hayman Fire in 2002. After all these years, the area is still struggling to regenerate and portions of these once heavily wooded trails are still closed. On the contrary, hard work and effort by local 4x4 clubs like Rising Sun have reopened portions of the area and it's fantastic to see life return to what was a barren wasteland of fire and ash.

Important club business is priority one at club meetings and we've been working hard on that front as well. Our club's annual Phil Simmons Award was given to long-time TLCA and Rising Sun member, Marco Capote. Marco is well deserving and you can read about the Phil Simmons Award and what Phil meant not only to Rising Sun but to the entire off-road community by visiting www.risingsun4x4club.org and following the link. Stay the trail, keep it clean and do your part.

Stan Wright





MULTIPURPOSE VOLTMETER

by Tony Konovaloff

Having a voltmeter in the dash was always a nice feature, much better than the proverbial idiot light that only reveals itself when it is pretty much too late to do anything about the problem. But the factory gauge in the dash does have some drawbacks. Having to turn the key on for a reading is a bit of a pain and just how accurate is the gauge?

Adding a second battery created even more complications. My biggest concern with the added battery was in knowing the exact condition of each of the batteries. All the factory gauge does is tell me the voltage while they are both hooked up in parallel.

The only way to really know just how much life my batteries have left is to use a voltmeter. But what I needed was a way to check the batteries individually, as well as a way that didn't include needing to turn on the ignition key. Plus I really didn't like the idea of having two individual voltmeters even if the dash space was available. The driving force behind the need for this is my fridge. When we go camping, our fridge needs power but not at the expense of the ability to start my rig the next day.

What I came up with is extremely simple and has no draw on the system when it is not being used. All it takes is a bit of wire, a single voltmeter and a toggle switch.

Let me start by saying that not all toggle switches are the same. My toggle switch is a bit different, as it has three positions. In the center is off and to either side there is a momentary on. Essentially it is spring-loaded to the off position. This means that you have to move and hold it to one side to activate that side of the circuit. Hold it to the left and you get a reading for the driver's side battery; to the right is the passenger side. In the Cole Hersey catalog, it is listed as a momentary on-off, momentary-on switch. If you don't use this type of toggle you will have a small draw on the system at all times.

To make this all work, a wire is run from the hot side of each battery (or in my case, on the terminals on the back of my main battery switch) to the outboard terminals of the switch. The center terminal of the switch runs to the 12V connection of the voltmeter. Holding the toggle to one side or the other now activates the voltmeter and gives you the reading for the chosen battery. Releasing it puts it back in the off position. You can now check the voltage of an individual battery while parked with the key off to see how much juice is left or when running to make sure it is getting charged.

And just so the lights of the gauge don't make me nervous with a voltmeter on zero, the lights are wired into the center post of the switch. This way, the light only comes on when you are checking a battery.

This setup has prevented me from killing a battery on more than one occasion. And chalk up another one for clean, simple and bulletproof.

PHOTO BY TONY KONOVALOFF

HAWK PRIDE MOUNTAIN ORV PARK

**APRIL 9-12
TUSCUMBIA, ALABAMA**

Registration will include a t-shirt, meal, and driver's raffle ticket.

Additional meal tickets and t-shirts can be purchased during on-line registration.. Raffle tickets will be on sale at the event.

Park fees will be payable to the park upon arrival.

For registration and event info
www.LaLandkrewesers.com
www.Facebook.com/Mardikrawl

*This is a TLCA sanctioned event open to all make of 4x4 vehicle. All vehicles subject to a tech inspection upon arrival.

Refer to TLCA guideline for requirements.



Chapter Directory

Alamo City Land Cruisers
San Antonio, TX
(210) 393-5922
alamocitylandcruisers@gmail.com

Appalachia Cruisers
Rance Sharp
7917 Mountain Brook Rd.
Knoxville, TN 37938
sharpz80@gmail.com

Battle Born Cruisers of Northern Nevada
Dan R. Johnson
806 Packer Way
Sparks, NV 89431
rusty.tc@gmail.com
www.battleborncruisers.org

Bay to Blue Ridge Cruisers
John Embrey
873 Kellogg Mill Road
Fredericksburg, VA 22406
jmembray@adelphia.net

Bayou State Land Cruiser Assoc.
P.O. Box 271
Youngsville, LA 70592
www.bsca.com
info@bsca.com

Beach 'N Toys
Gregg McRobb
(760) 630-8088
72zippyf40@cox.net
www.beachntoys.com

Bluegrass Cruisers
Thom Placier
123 Winners Circle
Georgetown, KY 40324
(502) 316-3590

Book Cliff Cruisers
Jonathan Harris
P.O. Box 985
Clifton, CO 81520
BookCliffCruiserClub@gmail.com
http://forum.ih8mud.com/co-book-cliff-cruisers

Capital Land Cruiser Club
Tracy Barker
2875 Towerview Rd. Ste 1000
Herndon, VA 20171
(703) 467-9341
cptbarker@aol.com

Cascade Cruisers
Bill Wright
billybongo63@msn.com
(503) 539-1705

Channel Islands Cruisers
Oxnard, CA
Ken Welch
(805) 485-5740
kenwelch1@verizon.net

Central Oregon Cruisers
Todd Winkler
17165 SW Blue Jay Road
Terrebonne, OR 97760

Central Valley Crawlers
Dan Hull
9860 West Ferguson Ave.
Visalia, CA 93291
huld@earthlink.net
(559) 280-6105

Coastal Cruisers
Steven Tetu
81 Moray Street
Port Moody, BC V2H 3M2
(604) 461-3540
cruiser@uniserve.com

Colorado Land Cruisers
Mark Janzen
6 Studio Pl. Unit B
Colorado Springs, CO 80904
(719) 473-7257
info@coloradolandcruisers.org
www.coloradolandcruisers.org

CottonLand Cruisers
Jeff Murrah
512 Carlisle Circle
Madison, MS 39110
601-954-9558
murrah40@gmail.com

Dakota Territory Cruisers
Ann Thorson
P.O. Box 2238
Rapid City, SD 57709
(605) 391-4788
dakotacruisers@gmail.com
www.dakotacruisers.com

Deep South Cruisers
Hal Hall
1445 Caribbean Circle
Alabaster, AL 35007
205-664-8723
halhall@bellsouth.net

DixieLand Cruisers
2215 Country Club Drive
Montgomery, AL 36106
Clarence Specht
clank506@yahoo.com

FJ Island Cruisers
Josue Estrada G.
Santo Domingo, Dominican Republic
08ttrujablanca@hotmail.com

Florida Land Cruiser Assoc.
9680 N Enellia Ave
Citrus Springs FL 34433
JD Dixon
352-637-5399
newsletter@flca.org
www.flca.org

Georgia Cruisers
Andrew Howe
amhowe1@yahoo.com
www.gacruisers.com

Gold Coast Cruisers
Wally Bogess
P.O. Box 681
Somis, CA 93066
(805) 523-7628
mpguy@aol.com

Gotham City Land Cruisers
Metro NY, NJ, CT
www.gclcnyc.com
president@gclcnyc.com

Green Country Cruisers
Deano Kothe
9915 E 136th St N
Collinsville, OK 74021
918-371-3511
ourtlc@aol.com
www.okoffroad.com/gcc

High Desert Cruisers
Shawn Williams
210 Montana Wells
Rio Rancho, NM 87124
swilliams@bermca.gov
www.hdcruisers.org

Hoosier Cruiser Club
Jeff Weissenberger
jtw2308@gmail.com

Heart Of The South Cruisers
Chris Davis
122 Chatham Circle
Madison, AL 35758
HOTSouthCruisers@gmail.com

Horsetooth 4 Wheelers
5608 Gabriel Dr.
Loveland, CO 80538
Ryan Eddy
ryan.eddy1992@gmail.com
www.forum.ih8mud.com/co-wy-horsetooth-4-wheelers-cruiser-club

Jefferson State Cruisers
1658 Nunnwood Lane
Grants Pass, OR 97527
info@jeffersonstatecruisers.com
(503) 209-1650

Louisiana Land Krewesers
PO Box 372
Mandeville, LA 70470
info@LaLandKrewesers.com
www.LaLandKrewesers.com

Lone Star Land Cruisers – DFW
Nick Stone, Vice-President
6020 Lantana Lane
Fort Worth, TX 76112
(817) 455-5060
diesel42@sbcglobal.net
www.lslc.org

Lone Star Land Cruisers – Austin
Austin, TX
www.lslc.org

The Los Angeles County Trail Crew
Daniel Liverman
www.thetrailcrew.com

Minnesota Tox4's
Greg Kemper
P O Box 270574
Vadnais Heights, MN 55127
651-429-3989
gkemper@aol.com
www.mntox4.com

Mountain Transit Authority
Phil Johnson
905 Susan Ct.
Gilroy, CA 95020
(408) 847-7828
pjohnson@netgate.net

Mountaineer Cruisers
Steve Lindsley
611 Oliver Ave.
Fairmont, WV 26554
info@lindsleyart.com

Northwest Cruisers of Idaho
Brian Thompson
10438 Lancelot Ave
Boise, Idaho 83704
thusmos@excite.com
www.nwcrucruisers.com

Northwest Florida Toyota Land Cruiser Club
Raymond Towner
803 Kenneth Dr.
Fort Walton Beach, FL 32547
(904) 902-0774
RaymondTowner@aol.com

Olde North State Cruisers
John Vargaska
johnvee@nsc@gmail.com
www.ONSC4x4.com

Oil Country Cruisers
Tyler Arnott
Edmonton, AB
(780) 838-8189
oilcountrycruisers@gmail.com
http://forum.ih8mud.com/co-ab-oil-country-cruisers/

Pacific Mountain Cruisers
Dave Thomas
12 Margaret Dr.
Walnut Creek, CA 94596
(925) 945-0870, ext. 12
dthomas@tiogaconstruction.com

Peace Canyon Toyota Swamp Donkeys
Deny Chiramosta
#207 10139 100th St.
Fort St. John, B.C. V1J 3Y6
(403) 354-5505
pctswampdonkeys@gmail.com

Razorback Land Cruisers
Serving Arkansas
www.razorbacklandcruisers.com
info@razorbacklandcruisers.com

Rising Sun Four Wheel Drive Club of Colorado
Scott Yoder
P.O. Box 260175
Lakewood, CO 80226
(303) 246-6608
www.risingsun4x4club.org

Rocky Mountain Land Cruiser Association
Bruce Loewen
225 Covehaven Rd. NE
Calgary, AB T3K 5W7
info@rmlca.ab.ca
www.rmlca.ab.ca

SoCal TLCA
Christopher Farmer
Orange County, CA
(714) 745-1187
www.socalandcruisers.com

South Sound Cruisers
2603 Kempton St. SE
Olympia, WA 98501
southsoundcruisers@yahoo.com
www.southsoundcruisers.org

Southeast TLCA
Andy Ridge
3285 Griffith Way, Jasper, TN 37347
(423) 605-7831
radioridge@charter.net
www.stlca.org

Southern Nevada Land Cruisers
John A Day
P O Box 26872
Las Vegas, NV 89126
702-873-4013
john@casaday-hallow.com
www.snlc.org

Tall Corn Cruisers
726 53rd Street
Des Moines, IA 50312
(641) 791-8044
(515) 314-3255
cmcampbell@gmail.com

Tarsand Toyotas
Ryan Barnes
145 Elmora Drive
Fort McMurray, Alberta, Canada
Ryan_nes@hotmail.com

Tornado Alley Cruisers
1116 East 84th St.
Kansas City, MO 64131
president@tornadoalleycruisers.org
www.tornadoalleycruisers.org

Toyers do Brasil
Helton de Souza Rosa
Rua Lake Jackson, 219 Pituba
Salvador Bahia, 41.810-150, Brazil
55-71-8867-1872
toyersdobrasil2011@googlegroups.com
https://groups.google.com/group/toyersdobrasil2011?hl=pt

Toyota 4x4's of Texas
Greg "Buck" Buchanan
1415 North Loop West, Ste. 740
Houston, TX 77008
(832) 798-9043
www.14x4t.org
buck@14x4t.org

Toyota Trail Riders
Brian Rogers
PO Box 11231
Carrollton, TX 75011-1231
president@toyotatrailriders.com
www.toyotatrailriders.com

Toys 4 Fun
1543 N. Maple, Suite B
Fresno, CA 93703
Membership@toys-4-fun.org

Toys on the Rocks
P.O. Box 546
Placerville CA 95667
Gordon Wood
gordonwoodf40@comcast.net
(503) 344-7334

The Texas Land Cruiser Club of Houston
Roy Evans
Roy_Evans@tlcc-houston.org
www.tlcc-houston.org

True North Toyota Landcruisers
Paul K Kozmin
P O Box 176
Moorewood, ON K0A 2R0 Canada
paul_k_kozmin@hotmail.com
www.landcruisers.ca

Uptate Cruisers
Joy Conkin
321 Black River Rd,
Fletcher, NC 28732

Wasatch Cruisers
Kurt Williams
(801) 518-3937
kurt@cruiseroffitters.com

Washington Timber Toys
P O Box 6561
Bellevue WA 98008
Tim Davidson
425-562-8014
toyf40tim@aol.com

White Trash of the Elwood Chapter
Cowboy Holt
Elwood, TX
www.elwoodwhitetrash.com

Yankee Toys
Bob O'Connell
2871 Pine St
Whitman, MA 02382
Bobocnnell76@gmail.com

10TH ANNUAL Southern Cruiser Crawl!

BY HEATHER ROYSTON

When the Board of Directors of CottonLand Cruisers asked me to write the article for the 10th Annual Southern Cruiser Crawl, they said it was because they wanted a woman's point of view on the event. I've been asking myself what that means ever since. In discussions with the other women drivers at the event, we decided that they weren't looking for a discussion of the merits of Freeborn Red vs. Spring Green paint colors but rather, what this event was really about for us.



DEBBIE TOLLESON SHAKING DOWN HER MALL CRAWLER.
PHOTO BY RICK CARSWELL

Interestingly, we decided it wasn't really about anything different than what it is for the guys: it's about four days in Arkansas with our extended family. Extended family might sound a little much given that we really only see these folks a couple times a year but that's just the thing. This event is as much about the people as it is the trucks and the wheeling. Truthfully, that makes a lot of sense given the tight knit club that CottonLand is and always has been. The Event Committee (Bodean, JRob, Chris, Lash, Spivey, JT and Deb) planned and executed the perfect event! By the way, they do have "real" names too; we just don't ever use them!

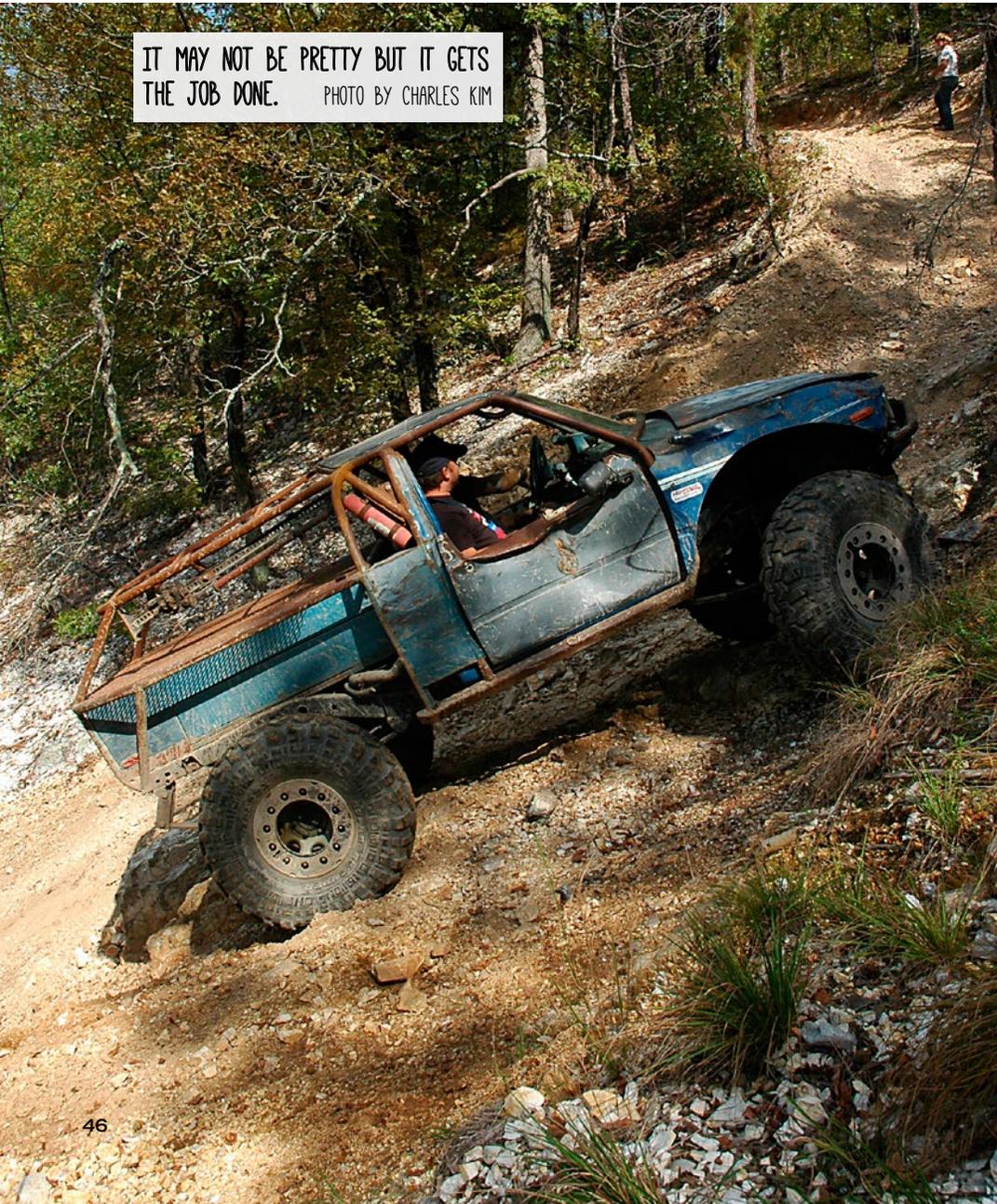
CottonLand Cruisers started the Southern Cruiser Crawl in 2005. Back then, the Crawl was held at Gray Rock ORV Park outside of Birmingham, Alabama. The first year, 25 rigs were signed up. With time

and as people figured out what a great group of people the CottonLand folks are, it's grown every year. In 2009, they moved the event to Superlift ORV Park in Hot Springs, Arkansas. After finding the perfect venue for the event, CottonLand continues to return to Hot Springs. The rocks are slippery, the climbs are steep, the trees are beautiful and the facilities are perfect for an event of this size.

This year, 122 rigs were signed up for the Crawl, the most of any year. Of those, 7 registered drivers were women. Now of course, many more actually spent time behind the wheel and boy, did they drive! Debbie Tolleson (Den Mom Deb) had Sandy out again after a few shakedown runs. Despite continued brake issues and a broken knuckle, she tackled some of the most difficult obstacles in the park. Stacy Roberts



IT MAY NOT BE PRETTY BUT IT GETS THE JOB DONE. PHOTO BY CHARLES KIM



was also out with her FJ40, riding right along with the guys all over the park. Stacy showed some amazing driving abilities, despite some bad luck with an errant log on the trail and a broken driveshaft on Slammer. Sherry Hornsby was piloting "Half Ass" for the weekend and ran with the buggy crowd up and over Ultimate Adventure, Four Fingers and Ingrid's Revenge. Personally, I put in a lot of time behind the wheel and thoroughly enjoyed getting to know my truck a bit more. I couldn't have asked for a better weekend and my truck did everything I asked it to do—and more.

Again this year, many friends joined us from afar. Traveling from the east were Kitty and Rick Carswell, who won the Iron Butt Award. My brother Dan Kunz also made the trip from Atlanta for his first Crawl in his Lexus GX470. And from the left coast, as always, we were joined by Georg Esterer from Valley Hybrids, Bill and Emily Stayner, Kevin Pekarack and Joel Moranton. The Texans (including yours truly) wouldn't miss this for the world... or for a couple of broken pinions, as was the case with Perry Lowery. The Baker and extended Baker-Linn- Saunders clan probably won for the most actual family members in attendance, with Butch, Josh, Jessica, Jessica's kids and her parents all showing up to drive and ride. And some more local folks joined us again, including Bossman (Darryl Hornsby), his lovely wife Sherry and family, as well as a number of folks from the Razorback Land Cruisers. And



"WE'RE THINKING THAT MIGHT NOT BE THE LINE..."
PHOTO BY RICK CARSWELL

last but certainly not least, I finally got to meet Heather Swearingen (Woody's much better half) after years of being cyber friends!

The weather held out for most of the event, with only one day and night of rain — but

that didn't slow anyone down. It did, however, make for some seriously slippery rocks and made challenging obstacles even more difficult. It also made for some interesting breakage. Chris Tolleson thought he broke a spring hanger but it turned out he cracked



DARRYL HORNSBY JUST SHAKES HIS HEAD AT BILL STAYNER. PHOTO BY RICK CARSWELL

GLOBAL ADVENTURE

DELIVERED TO YOUR DOORSTEP



Land Cruiser FZJ80 exploring Sedona, Arizona.



928-777-8567 OVERLANDJOURNAL.COM



GEORG ESTERER GOING UP—OR MAYBE GOING DOWN. PHOTO BY CHARLES KIM

the frame of his FJ40. There were also the usual antics by Bill Stayner, who may have reached his personal best with three flops and two rollovers. Ryan Wilson, in his first generation 4Runner, took a terrible tumble, crushing the entire roof and hood of his rig. To his credit, he was back within hours and ready to hit the trail.

The newer generation Toyota crowd made a good showing this year as well, with 25 registered FJ Cruiser, late model 4Runner and GX470 drivers. It's fantastic to see the new generation of wheelers building and wheeling their rigs. They also have some pretty cool toys. The best way to see what gear was out there these days was to visit "FJ Town," where most of the FJ Cruiser folks camped back in the overflow area. It was truly a home away from home where roof top tents, adventure trailers and OZ Tents abounded!

As usual, the food was wonderful and a huge thank you goes out to Louisiana Land Krewesers and Bayou State Land Cruiser Association for their contribution to the event. And the music... ah, the music. If you don't know by now, Jeff Murrah (or Bodean) is a huge music fan and it's so important to him to have great acts for us to enjoy. Playing without his band this year was Hot Stell, er, I mean Matt Stell — they said they wanted

a woman's point of view so be careful what you ask for, boys! As always, his set was wonderful. Headlining on Friday night was Southern Brothers From Another Mother. They played a fantastic country set that brought people to the front of the stage to show off their Texas Two Step!

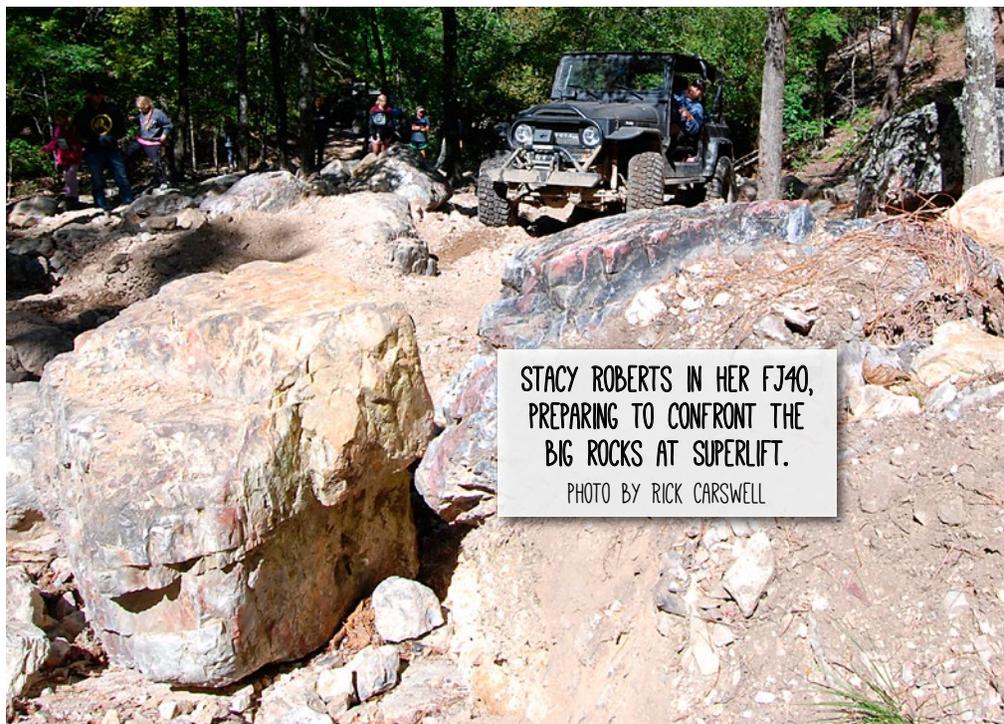
The last night was, of course, the raffle. With prizes totaling over \$10,000, the raffle did not disappoint. In addition to the regular raffle, CottonLand chose a philanthropic organization to contribute to at the event. The club

raffled off an Ironman refrigerator and all the proceeds were donated. In honor of Mack Jenkins (Stacy Jenkins Roberts' father), the organization this year was the Mississippi Chapter of the Alzheimer's Association. Stacy gave a moving dedication to her father that had the crowd simultaneously in awe over her love and in tears with empathy for her and her family's loss. After a last call for donations, the total climbed from just over \$2,000 to well over \$5,000. Once again, this outpouring of support shows what a commitment all the people at the event have towards family.

And family is really what it's all about at the Crawl. As I think back to the weekend and the highlights for me, they all revolve around participating in an event with the people I love (yes, love). I honestly believe that I could call on any one of the folks in attendance for help and they would do everything in their power to assist, no matter what. And I think that's a powerful sense of family for a group that sees each other just a few times a year.

I heard something while we were at the Crawl and as I thought about it, it really epitomized the feeling of this event for everyone, young and old, male and female. Bill Stayner said, "This was the first ride I've ever come to where I didn't know anyone and it didn't matter."

And that, ladies and gentlemen, is why the Crawl is the event of the year as far as I am concerned.



STACY ROBERTS IN HER FJ40, PREPARING TO CONFRONT THE BIG ROCKS AT SUPERLIFT.

PHOTO BY RICK CARSWELL



United Four Wheel Drive Associations

an International Organization

Dedicated to Promoting the Great Outdoors!

We encourage you to become a member of the United Four Wheel Drive Associations. Your membership provides you with priceless benefits of friendship and camaraderie, and it helps protect your rights for driving off-highway.

Please visit our website for more information and membership application.



www.ufwda.org



7135 S. PR Royal Springs Dr., Shelbyville, IN 46176 Phone: 1-800-448-3932

RESPECTED ACCESS
IS OPEN www.respectedaccess.org

DON'T LEAVE YOUR HOME ON THE RANGE.
Illegal dumping can force public and private land managers to close access to your favorite places. Keep lands open to the public by reporting illegal dumping when you see it happening. Because respected access is open access.

treadlightly!
LEAVING A GOOD IMPRESSION
www.treadlightly.org

Toyota Trails Back Issues
Available as single copies for just \$5 each or as complete Collector's Sets for \$30. Order online at www.tlca.org or see page 30 for more info.

JANUARY	AUGUST	SEPTEMBER	OCTOBER
FEBRUARY	NOVEMBER	DECEMBER	JANUARY
MARCH	DECEMBER	JANUARY	FEBRUARY
APRIL	JANUARY	FEBRUARY	MARCH
MAY	FEBRUARY	MARCH	APRIL
JUNE	MARCH	APRIL	MAY
JULY	APRIL	MAY	JUNE
AUGUST	MAY	JUNE	JULY
SEPTEMBER	JUNE	JULY	AUGUST
OCTOBER	JULY	AUGUST	SEPTEMBER
NOVEMBER	AUGUST	SEPTEMBER	OCTOBER
DECEMBER	SEPTEMBER	OCTOBER	NOVEMBER
JANUARY	OCTOBER	NOVEMBER	DECEMBER

TLCA Premier Business Members

Business Name	Contact Name	URL	Email
4 Wheel Auto	Dan Kublik	www.4wheelauto.com	dan@4wheelauto.com
ACC Toyota, Lexus & Land Cruiser	Jenn Duggan	www.acctoyota.com	info@acctoyota.com
Amazonia 4x4 & Performance		www.aaa4x4.com	info@aaa4x4.com
AreaBFE	Olaf Kilhau	www.areabfe.com	
Baertrax		www.baertrax.com	baertrax@baertrax.com
Cabe Toyota		www.cabetoyota.com	
C-A-R-S.com	John Bailey		john_d_bailey@yahoo.com
Champion Toyota Gulf Freeway	Thomas Sowell	www.championtoyotagulf freeway.com	parts@toyotaworld.com
Colorado Toyota Specialists	Joe Calleja		ctstoyota@aol.com
Cool Cruisers of Texas	Stephen McClung	www.coolcruisers.com	cc@coolcruisers.com
Cool Springs Automotive	Robert Auernheimer	www.coolspringsauto.net	cool.springs.auto@gmail.com
Coyote Cruisers & Offroad, LLC	John Schrader	www.coyotecruisers.com	John@Coyotecruisers.com
Cruiser Corps	Scott Warren	www.cruisercorps.com	customerservice@cruisercorps.com
Cruiser Outfitters	Kurt Williams	www.cruiseroutfitters.com	kurt@cruiseroutfitters.com
Cruiserheads, LLC	Gabriel Espinal	www.cruiserheads.com	gespinal@cruiserheads.com
CruiserParts.net	James Valley	www.cruiserparts.net	service@cruiserparts.net
Cruiser Solutions		www.cruisersolutions.com	info@cruisersolutions.com
Deckers Hot Camp Showers	Paul Decker		info@hotcampshowers.com
East Olympia Cruisers	Brandon Austin	www.brandonsgarage.com	OlympiaFJ60@comcast.net
Eaton		www.eatonperformance.com	
Eco-Off Road	Scott Oncken	www.eco-offroad.com	soncken@gmail.com
EMSPowered		www.emspowered.com	
Equipt Expedition Outfitters	Paul May	www.equipt1.com	paul@equipt1.com
Extreme Landcruiser	Ryan Bollens	www.extremelandcruiser.com	ryan@extremelandcruiser.com
www.fj40dash.com	Greg Vowell	www.fj40dash.co	rbkmgf@sbcbglobal.net
FJC Magazine		www.fjc-mag.com	
fjMount.com		www.fjmount.com	sales@fjmount.com
IH8MUD.com	Brian Swearingen	www.ih8mud.com	woody@ih8mud.com
Iron Pig Off Road	Lance Williams	www.ironpigoffroad.com	sales@ironpigoffroad.com
Ironman 4x4 North America		www.ironman4x4northamerica.com	sales@ironman4x4northamerica.com
L1 Automotive	Greg Mandile	www.l1automotive.com	L1auto@qwestoffice.net
Land Cruiser Nation	Greg Overton	www.myfj40.com/LC/Home.html	
Land Cruiser World		www.landcruiserworld.co/	
Landcruiser Specialties	Tim Simpkins	www.landcruiserspecialties.com	sales@landcruiserspecialties
Lexus Division, Toyota Motor Sales USA, Inc	Paul Williamsen		paul_williamsen@Lexus.com
Longfield Super Axles		www.superaxles.com	
Mark's Off Road Enterprises	Mark Algazy	www.marksoffroad.net	
Marlin Crawler	Marlin Czajkowski	www.marlincrawler.com	marlincrawler@aol.com
Masterpull		www.masterpull.com	
MetalTech	Mark Hawley	www.metaltech4x4.com	
Miller Motor Sports			
Motel 6		www.motel6.com	
Mudrak Custom Cruisers		www.mudrak.com	gary@mudrak.com
Nitro Gear & Axle		www.nitro-gear.com	carl@justdifferentials.com
OK Tire Store	Sean Wilson		
OK4WD		www.ok4wd.com	jimo@ok4wd.com
Olathe Toyota Parts Center	Tom Blackman		tblackman17@gmail.com
On the Road Again Mobile Mechanic, LLC		www.otramm.com	otramm@otramm.com
Overland Journal		www.overlandjournal.com	
PACOL, LLC	Oscar Florez	www.pacolonline.com	parts@pacolonline.com
Red Line Land Cruisers		www.redlinelandcruisers.com	info@redlinelandcruisers.com
Red Roof Inn			
RESTOP	Lou Ortego	www.restop.com	lortego@restop.com
Saddleback			
Safari Ltd.	Hugh Phillips	www.safari-ltd.com	info@safari-ltd.com
Service Pros Automotive	Jeff D'Oporto	www.serviceprosautomotive.com	
Sierra Expeditions			
Slee Off Road	Christo Slee	www.sleeoffroad.com	info@sleeoffroad.com
Southeast Overland, LLC	Steve Springs	www.southeastoverland.com	info@southeastoverland.com
Specter Off-Road, Inc.	Marv Specter	www.sor.com	sor@sor.com
Stevinson Toyota West		www.stevinsontoyotawest.com	
Tembo Tusk		www.tembotusk.com	
Tom Woods Custom Driveshaft		www.4xshaft.com	
Torfab, LLC, Land Cruiser Specialists		www.torfab.com	torski@gmail.com
Toyota of Dallas	Chris King	www.toyotaofdallas.com	parts@toyotaofdallas.com
ToyTec Lifts		www.toyteclifts.com	
TPI			
Tuffy Security Products		www.tuffyproducts.com	
Under the Hood	Jaya Lozano		jayalozano@cox.net
Warthog Trailers		www.warthogtrailers.com	

Address	Business Member	Advertiser	TLCA Discount	Raffle Donor	Chapter Sponsor	Event Sponsor
8807 63 Ave. Edmonton, AB T6E 0E9 CA		✓		✓		✓
334 N. Clarendon Ave. Atlanta, GA 30079 USA	✓	✓	✓	✓	✓	✓
8401 SE Federal Hwy, Hobe Sound, FL 33455						
70 Las Flores, Aliso Viejo, CA 92656	✓					
2480 Joe Field Road, Suite A, Dallas, TX 75229						
2895 Long Beach Blvd. Long Beach, CA 90806 USA		✓				
121 South Love St. Thomasville, GA 31792 USA	✓					
11711 Gulf Freeway Houston, TX 77034 USA	✓	✓	✓			
26366 Sutton Rd. Conifer, CO 80433 USA	✓			✓		
5101 Grisham Drive, Ste. 101, Rowlett, TX 75088-3979 USA	✓	✓		✓		
308 Seaboard Ln. Franklin, TN 37067 USA	✓					
417 North US Hwy 287 Fort Collins, CO 80524 USA	✓					
7920 N May Ave. Oklahoma City, OK 73120 USA	✓					
8859 S. 1275 East Sandy, UT 84094 USA	✓	✓		✓		
Miami FL 33172 USA	✓					
568 Concord Rd. Northfield NH 03276 USA	✓		✓			
37 Garland Dr. Hampstead NH 03826 USA		✓				
5086 Lakeville Hwy Petaluma CA 94954 USA		✓	✓			
PO Box 821 East Olympia WA 98540 USA	✓					
26101 Northwestern Hwy Southfield MI 48076 USA		✓				
16886 Ponderosa Cascade Dr Bend OR 97701 USA	✓					
11400 Old Lockhart Rd, Bldg D, Austin, TX 78610	✓					
1173 East 100 South Salt Lake City UT 84102 USA	✓	✓				
P.O. Box 401851 Hesperia, CA 92340						
		✓				
PO Box 503 Huntington NY 11743	✓					
813 E. Harrison St. Appleton WI 54915 USA	✓			✓		
7 Rodney Ln. Fredericksburg VA 22405 USA	✓			✓		
	✓	✓				
190 Bunyan Ave. Unit 1-D. Berthoud CO 80513 USA	✓					
8017 Tiburon Place Johnston, IA 50131	✓	✓		✓		✓
Washington, D.C.						
13851 Beavercreek Rd., Ste B102, Oregon City, OR 97045	✓					
19001 S. Western Ave., #L-200 Torrance CA 90509 USA	✓					
USA		✓				
437 N. Moss St. Burbank CA 91502 USA	✓			✓		
1543 N. Maple Ave #B Fresno CA 93703 USA	✓	✓		✓		
USA		✓				
2700 East 9th Street, Suite 200 Newberg OR 97132 USA	✓	✓	✓	✓	✓	✓
		✓				
			✓			
20240 5th W, Sonoma, CA 95476						
5980 Goodwin Rd. Cashmere, WA 98815						
910 Dowdell Lane St. Helena CA 94574 USA	✓					
2621 State Route 57, Stewartville, NJ 08886						
685 North Rawhide Dr. Olathe, KS 66061						
		✓				
2050 Avenue L, West Palm Beach, FL 33404	✓					
1050 Ford St, Colorado Springs, CO 80915						
			✓			
2320 Meyers Ave, Escondido CA, 92029	✓		✓			
		✓				
1005 Pitkin Ave Grand Junction CO 81501 USA	✓	✓				
1600 Grand Ave., Suite 1 San Marcos, CA 92078		✓				
		✓				
700 Pine Ridge Road, Unit 2 Golden CO 80403 USA	✓	✓		✓		✓
105 East North First Street Seneca, SC 29678	✓		✓	✓	✓	✓
21600 Nordhoff St. Chatsworth CA 91311 USA	✓			✓		✓
780 Indiana St Lakewood CO 80401 USA					✓	
USA		✓				
USA		✓				
7805 40th Ave W Mukilteo, WA 98275						
2610 Forest lane, Dallas TX 75234		✓	✓	✓	✓	✓
10650 Irma DR #23 Nothglenn CO 80233 USA		✓				
		✓				
USA		✓				
308 Palm Ave. Santa Barbara, CA 93101 USA	✓					
P.O. Box 670 Berryville, VA 22611						

For Sale

For Sale Items:

Members, fifteen lines free; non-members: \$10, up to 15 lines.

Ads will run in two issues and must include location and price.

Photo Shop ads: \$20 for members; \$30 for non-members.

Send ads to: editor@tlca.org or Toyota Trails, 8 Corbran Drive, Fairview, NC 28730

JANUARY/FEBRUARY

Vehicles

• 1965 FJ45 shorty, very good condition, rebuilt 2F, 4-wheel disc brakes, PS, ARB front and rear, 12K Warn, rear split window with sliders, extremely rare vehicle, includes both 40/45 extra parts, virtually all Toyota, reduced to \$28,000, Birmingham, AL. Message for pics: gkenn@ix.netcom.com.

Photo Shop

• 1980 HJ45 Rare Left Hand Drive, 24 volt H diesel, 4-speed transmission, minimal rust, Freeborn Red, OME suspension, new front bumper with brush guard, swing out spare tire carrier, 5 new BFG Mud terrains, snorkel, original rear bench seats, Clean California Title, must see to appreciate, I am in the Los Angeles area. \$28K OBO. More photos on request. Mike McCormick: (310) 390-3653, (310) 876-4757, hollyandmac@ca.rr.com



Event Calendar

Most TLCA chapters organize trail runs and social meetings for their members. If you are not affiliated with any chapter, this is a great opportunity to meet some local Cruiserheads, see their rigs and exchange stories—who knows, you might enjoy the company so much that you'll become a member right there and then. Look up your nearest chapter in the Chapter Directory.

COMING UP IN 2015

12th Annual Lone Star Cruiser Roundup

March 12-15, 2015, K2 Rocks, Mason, Texas TLCA Open Event hosted by Lone Star Land Cruisers Contact: Perry Lowery, plowery42@yahoo.com

3rd Annual Mardi Krawl

April 9-12, 2015, Hawk Pride Mountain ORV Park, Tuscumbia, Alabama TLCA Open Event hosted by the Louisiana Land Krewesers Contact: Mike Legnon, (504) 234-1256 or legnom01@gmail.com

39th Annual Mud N Yer Eye Frolic

April, 2015, Hollister Hills State Vehicular Recreation Area, Hollister Hills, California TLCA Open Event hosted by Mountain Transit Authority Contact: Phil Johnson, (408) 406-9629, or pjohnson@netgate.net

Cruise Moab

April 28-May 3, 2015, Moab, Utah TLCA Sanctioned Event hosted by Rising Sun Four Wheel Drive Club Contact: registration@cruisemoab.com

24th Annual Great Smoky Mountain Trail Ride

May 4-9, 2015, Wind Rock ORV Park, Oliver Springs, Tennessee TLCA Sanctioned Event hosted by Southeast Toyota Land Cruiser Association Contact: Roger Theurer, (931) 841-0672 or RgrTheurer@gmail.com www.stlca.org

Lone Star Toyota Jamboree

May, 2015, Barnwell Mountain Recreation Area, Gilmer, Texas TLCA Event (Toyota-only) hosted by Toyota Trail Riders Contact: president@toyotatrailriders.com www.lonestartoyotajamboree.com

27th Annual Rubithon

June 23-28, 2015, Rubicon Trail, California TLCA Hosted Event Contact: Eric Agee, (530) 401-0800, chairman@rubithon.com

Coal Mine Cruiser Classic

July, 2015, Rausch Creek Off-Road Park, Joliet, Pennsylvania TLCA Sanctioned Event hosted by the Gotham City Land Cruisers Contact: Event Coordinator, info@gclcnyc.com http://tlca.org/events/index.shtml#coal

Black Hills Cruiser Classic

July, 2015, Black Hills, South Dakota TLCA Sanctioned Event hosted by Dakota Territory Cruisers Contact: Brian Fletcher, (605) 431-5820, Brian.fletcher@state.sd.us

McGrew Trail Ride

July, 2015, O'Brien, Oregon TLCA Sanctioned Event hosted by Jefferson State Cruisers Contact: Tyler Freeman, (503) 209-1650, info@jeffersonstatecruisers.com

PMC Swap Meet

July, 2015, Petaluma, California hosted by Pacific Mountain Cruisers Contact: Larry Kitahara, (707) 586-7840

Rising Sun Rally

August, 2015, Jefferson County Stadiums, Lakewood, Colorado Contact: Jeff Zepp, vicecommander@risingsun4x4club.org, (303) 674-2386 www.risingsun4x4club.org/forum2

SMORR Fall Crawl'N with TAC

September, 2015, Southern Missouri Off-Road Ranch, Seymour, Missouri TLCA Open Event hosted by Tornado Alley Cruisers www.tornadoalleycruisers.org Contact: vicepresident@tornadoalleycruisers.org, (816) 388-9682

Cruisin' The Woods 2015

September, 2015, Brown's Camp, Oregon TLCA Open Event hosted by Cascade Cruisers Contact: Mike Demetras, mikaeli1@hotmail.com

Southern Cruiser Crawl

October 8-11, 2015, Superlift ORV Park, Hot Springs, Arkansas TLCA Open Event hosted by Coltonland Cruisers Contact: Jeff Murrach, murrach40@gmail.com

NON-SANCTIONED EVENTS

13th Annual Bakersfield Land Cruiser Rally & Swap Meet

April 25, 2015, 8 am – 2 pm, North Bakersfield Toyota Scion Dealership (Hwy. 99 and Hwy. 65), Bakersfield, California Contact: Andrew Roth, (661) 665-9603

Capital Land Cruiser Club Swap Meet

April, 2015, Iron Pig Off-Road, 7 Rodney Lane, Fredericksburg, Virginia Contact: Mike Thomas, (267) 761-2711; stumpfj40@outlook.com www.capitallandcruiserclub.org

9th Annual 4x4 Show & Shine Swap Meet

May, 2105, 8 am – 2 pm, 40 Old Depot Rd, Placerville, California Hosted by Toys on the Rocks Contact Amy Wylie (530) 622-5020 or amywylie@comcast.net or toysontherocks@yahoo.com

Razorback Ramble

June 4-7, 2015, Superlift ORV Park, Hot Springs, Arkansas Open Event hosted by the Razorback Land Cruisers www.razorbacklandcruisers.com

Going Coastal Cruiser Days

July 18, 2015, Frasier River Heritage Park, Mission City, British Columbia Contact: Bill Wilkinson, OMRIV@telus.net

FJ45 Run

September, 2015, Deer Valley, California Contact: Georg Esterer, georgesterer@yahoo.com

Fall Gathering

October, 2015, southern New Hampshire Contact: Bob, Rain76King@hotmail.com, http://yankeetoys.wordpress.com/

12th Annual Fall Crawl

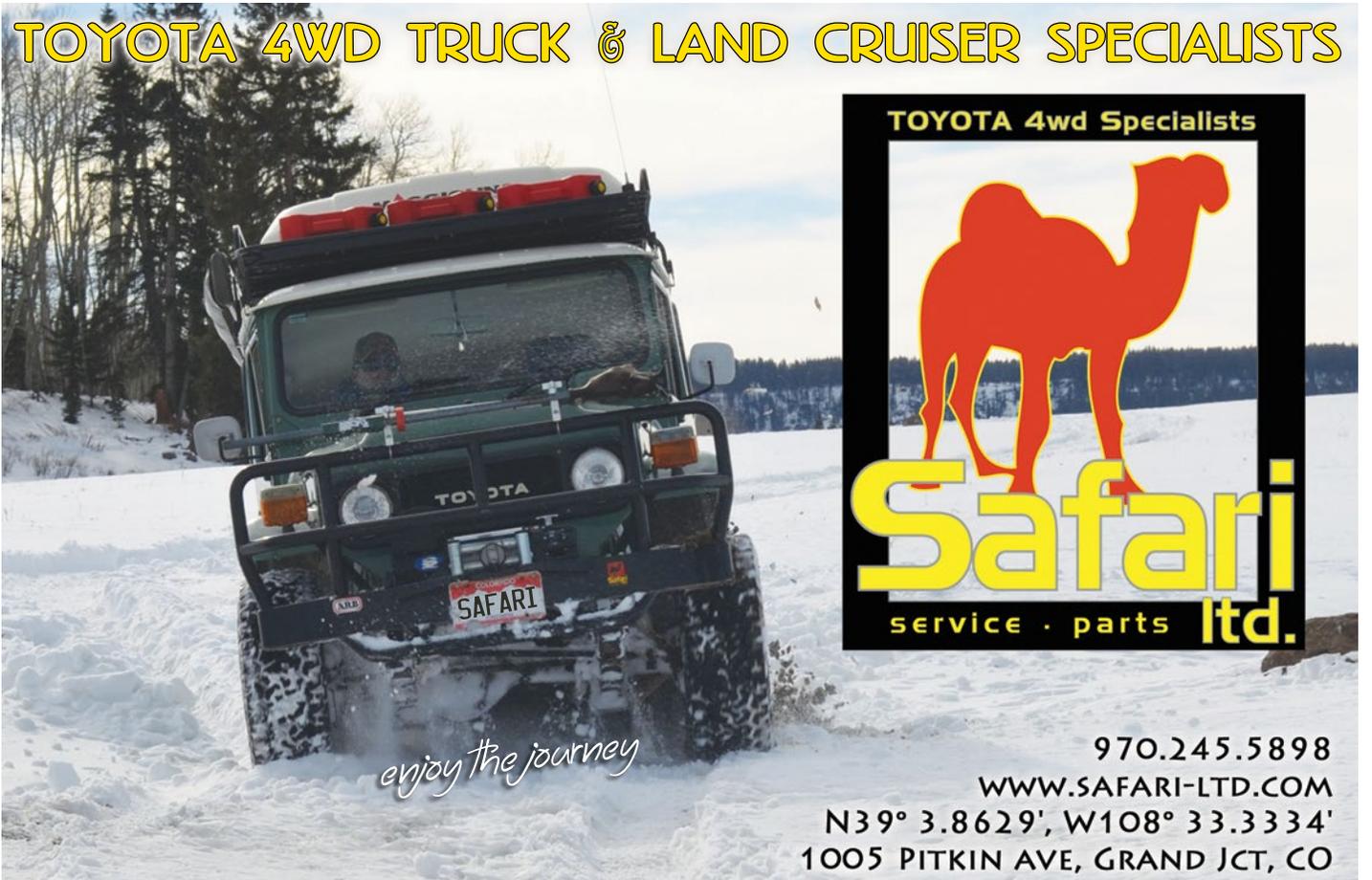
October, 2015, The Cove, Gore, Virginia Hosted by Bay To Blue Ridge Cruisers Contact: John Embrey, (540) 850-6248 or jmembrey@comcast.net

Turf-N-Surf 2015

November, 2015, Oceano Dunes SVRA, Oceano, California Hosted by Central Coast Land Cruisers http://centralcoastlandcruisers.com/turf-n-surf/about/



TOYOTA 4WD TRUCK & LAND CRUISER SPECIALISTS



TOYOTA 4wd Specialists



Safari
service · parts **ltd.**

enjoy the journey

970.245.5898
WWW.SAFARI-LTD.COM
N39° 3.8629', W108° 33.3334'
1005 PITKIN AVE, GRAND JCT, CO

Sometimes, you gotta let hair grow
where Mother Nature intended.



Whether you're climbing over mountains or negotiating speed bumps, Toyota Genuine Accessories help you keep it real.



**Let's
Go
Places**